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Turle & Co., grain commission.*
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Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

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Omaha Elevator Co., receivers, shippers.*
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Herb Bros. & Martin, grain and hay.*
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Smith & Co., J. W., grain, hay.*
Stewart, D. G., grain, hay, feed.*
Walton Co., Samuel, grain and hay.*

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Southworth & Co., grain and seeds.*
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Zahn & Co., J. F., grain, seeds.*

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Kemper Grain Co., The, receivers and shippers.*
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Norris Grain Co., The Exporters.*
Powell & Co., L. H., receivers and shippers.*
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Roth Grain Co., receivers and shippers.
Smith Elvtr. Co., corn, oats, kaffir, mlio.
Strong Grain & Coal Co., B., grain & coal.*
Wagner Grain Co., kaffir, oats, wheat, corn.
Wallingford Bros., corn, wheat, oats.*
Williamson Grain Co., grain commission.*
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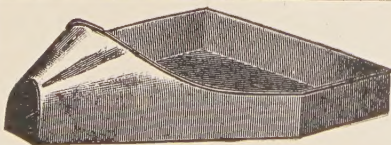
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of Good Service**MOORE-LAWLESS GRAIN COMPANY**CONSCIENTIOUS SERVICE ON CONSIGNMENTS**KANSAS CITY, MO.***B. C. Christopher & Co.*
Grain Commission
Kansas City, Mo.
ESTABLISHED 1878

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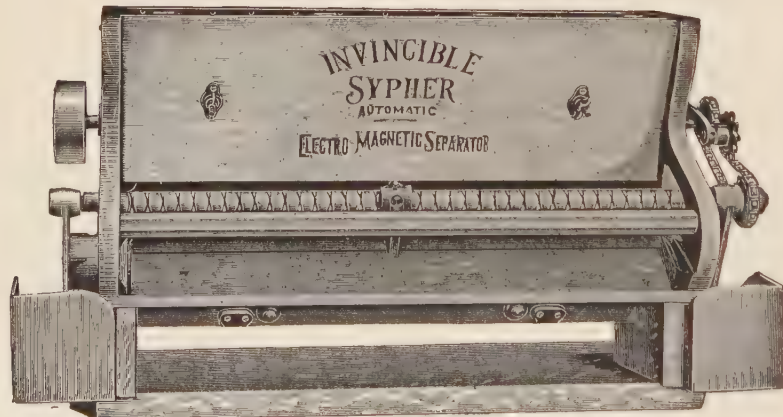
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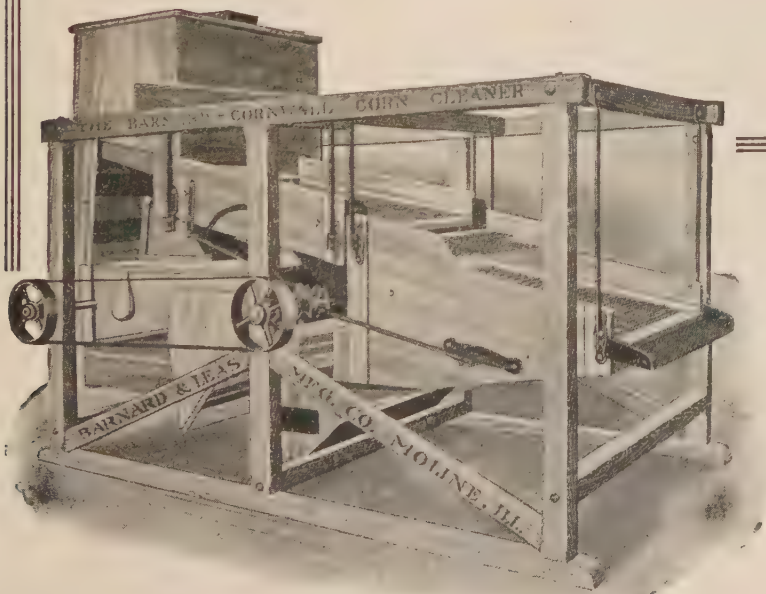
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The shaker is made in two parts as shown in the cut, and is operated by separate pairs of eccentrics working opposite each other.

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The machine is essentially a corn cleaner, but is also adapted for first cleaning of other kinds of grain, such as wheat, oats, etc., by changing the sieves, and is a very good receiving separator.

Write for catalogue fully describing this wonderful machine. It is yours for the asking.

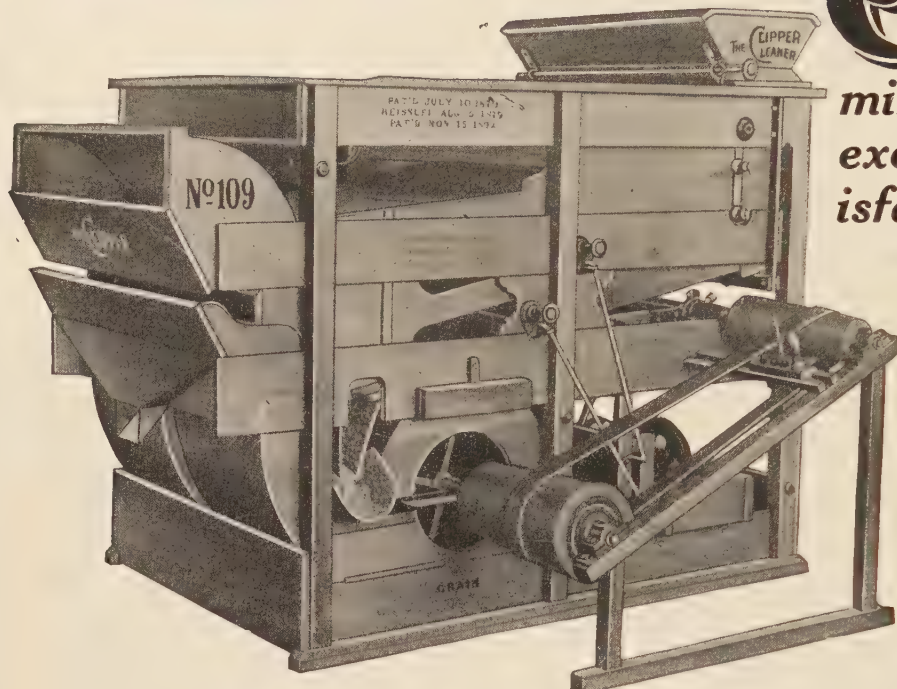


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Its service is the even, steady performance of a perfectly balanced piece of mechanism.

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The Clipper gives absolute assurance of freedom from the necessity of repairs and constant adjustment. It eliminates the loss from mechanical failures.

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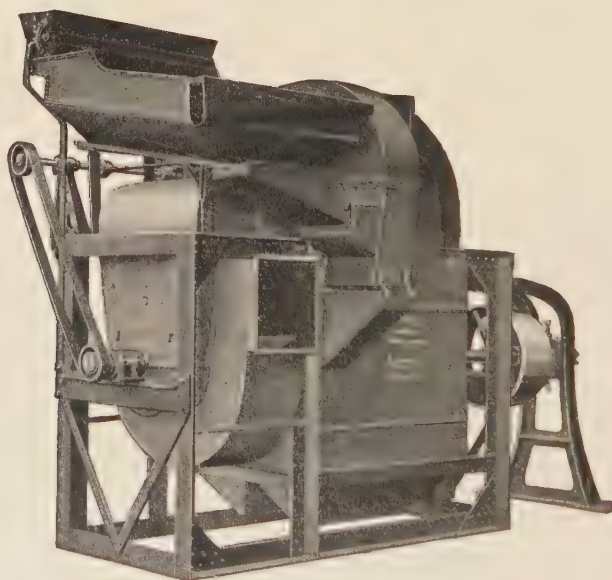
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**Eureka
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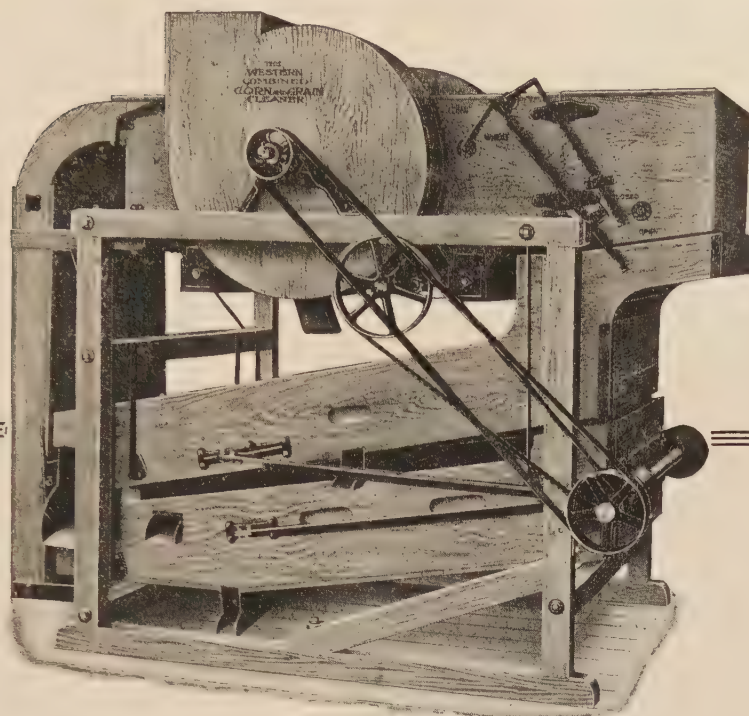


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Combined Corn and Grain Cleaner

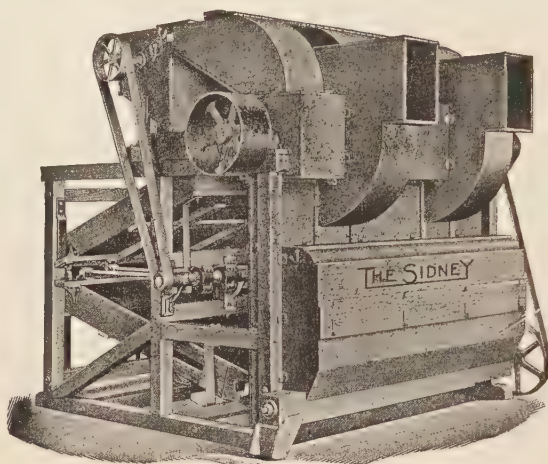
Wherever you find this machine installed, and there are lots of them, you will find a contented grain man. That's because it enables him to handle his business in a way that will increase his profits. If it does this why shouldn't he be contented? You don't have to take our word for it, ask the man nearest you who has one in his elevator what he thinks of it. Better still, we will ship it to you for thirty days' trial, with a guarantee that same must be as represented in every respect. That's fair to both of us. We know you'll buy after it is installed a week. In any event send to us for further particulars.

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Double Shoe Corn and Grain Cleaner



This machine has no equal, it has stood the test for years. Its users testify that it is the best machine of its kind on the market. It is simple in operation and is always available for the three different kinds of cleaning work, being equipped with complete set of screens, each fitted with separate shoes. Change of screens can be made from one kind of grain to another without stopping machine. We furnish free all necessary belting except from line shaft to fan shaft.

We will send you more complete information if you will write us.

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Manufacturers of
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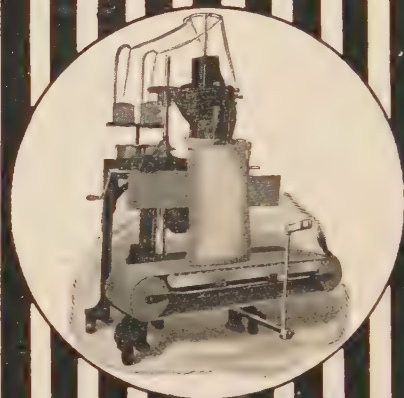
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GRAIN TRIERS

which will not clog or bind. Steel tubing fitted with maple pole. Point is turned of solid bar steel. Top is fitted with a bronze collar. Trier is 56 x 1 1/4 inches and has eight openings.

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Closes the mouths of all varieties of bags after they are filled—more securely, far more speedily and at a greater reduced cost than can be approached by hand sewing.

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6,000 SHIPPERS

are now using
**TYDEN
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Bearing shipper's name and consecutive numbers.

They prevent
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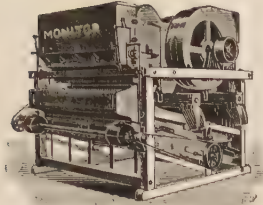
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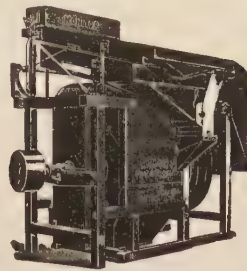
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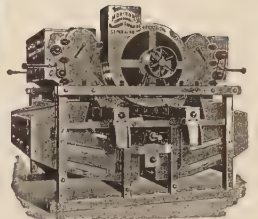
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The profit they give you—pays for them

Thousands of users
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Taking your present figures covering cost of operating your Cleaners, Aspirators, or Clippers and comparing them with cost for operating our *exclusive*, improved types of "Monitor" Clippers, Cleaners and Aspirators, we are reasonably certain your experience will be the same as those of others—that you will find you are cleaning, clipping or aspirating with less care, power and maintenance expense—that you are doing the work better than ever before, that you are positively *taking a net saving* with your present new "Monitor" that will *pay for the machine* itself. The "Monitor" costs you little more at first, it costs you a heap less every day you use it. At the same time you are getting "Monitor" service and "Monitor" economy *which is unmatched*.

Used by most
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A Bleacher Belt without an Equal

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Because

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Should Own

HOWE SCALES

Because

They are *Ball Bearing*
They are *Everlasting*
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Very simply constructed. Consists of
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CAPACITY UP TO 1100 POUNDS

Made with or without Tare and
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TO BEAT
FIRE!**

**This
Book—**

You will find
it easier—and
better—to
send for it
than for the
Insurance
Adjuster.





Perfection Elevator at Kingsdown, Kansas

Kingsdown Co-operative
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White Star Company,
Wichita, Kansas, Builders
Capacity: 27,000 Bushels

Equipment

Eureka Cleaner, with wheat and corn screens.
Steel Manlift.
Richardson Automatic Scale.
King Carloader.
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Fairbanks-Morse Oil Engine, 15 H. P.
Steel Elevator Legging.
2 Perfection Metal Bins, 14'4"x36'0".
2 Perfection Metal Bins, 11'11 1/2"x36'0".
All with Concrete Hoppers, Gravity fall.
2 Perfection Metal Bins over Driveway, 11'11 1/2"x24'0", Hoppered.
1 Perfection Metal Bin over Driveway, 9'6 1/2"x24'0", Hoppered.
1 Perfection Metal Service Bin and Garner, Hopper over Cleaner, 1,000 Bushels capacity.
Concrete Dump Sink and Pit.
Concrete Floor in Workroom and Cupola.
ALL EQUIPMENT SUPPLIED BY CONTRACTORS

Owners Say:

January 11, 1916

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Insurance alone cannot prevent a wooden storage from burning. No matter how big the premium or how strong and sound the company—if your house ever starts, it's **gone**. Then insurance may partially replace the house—but it can never replace the business you have lost.

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Nor is the cost prohibitive, even in small and medium sized houses. That is because slow construction methods and materials are eliminated. Perfection Metal Bins and Elevators are shipped ready-built, knocked-down, in

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"BUILT by YOUNGLOVE"
on all MODERN GRAIN ELEVATORS
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Because

We give ALL we can for WHAT we get, instead
of getting all we can for what we give.

Repair Specialists. Scales Experted. Quick Service

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We build all kinds of

**GRAIN ELEVATORS
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Figuring with us is money to you.

Machinery and Supplies

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**Grain
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of any size and any type

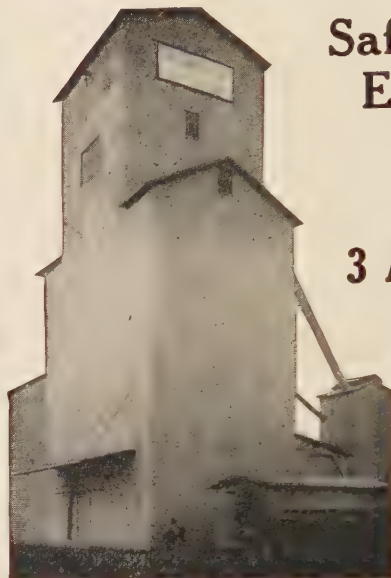
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**Safety,
Economy,
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THE
**3 AMERICAS
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Builders of
Better
Elevators

122
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CHICAGO



Every Reliance Elevator an Individual Success

Not only from a mechanical and structural standpoint but from the owners as well.

Wherever you find a Reliance Elevator you will find a contented grain man. The elevator he is operating was designed to fill his special needs, and it is doing it.

Our service does not end when we deliver the elevator to its owner. We keep in touch with it to see that everything is as it should be.

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Reliance Construction Co.

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ENGINEERING
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COMPANY**

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ARE Being Built and
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To interested parties in the Southwestern Territory, this booklet giving the complete costs of Thirty-eight Country Elevators.

Mailed to other parties on receipt of 50c.

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Builders of Good Elevators

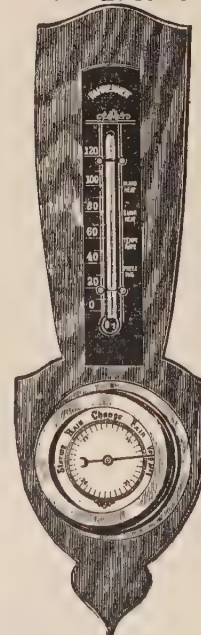
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FORECAST 18 HOURS IN ADVANCE



A new instrument which combines an accurate thermometer and a reliable barometer.

Invaluable to the shipper and the farmer and to everybody who must be able to know in advance what the weather will be.

FORECASTS WEATHER
WEATHEROMETER
HOURS IN ADVANCE

Ideal for Summer Homes and Cottages, Automobilists and Travelers.

Formerly sold at \$3.00

NOW \$1 SEND US NO MONEY

Send your order and Weatherometer will be sent by Parcel Post, C. O. D. \$1 bill can be enclosed if you prefer.

Guaranteed to be Satisfactory.

GERMANY INSTRUMENT CO.
Dept. 50, 618 Madison Bldg., CHICAGO, ILL.

MORRIS GRAIN DRIERS

USE ONLY FRESH AIR FOR BOTH DRIER AND COOLER. No dust is blown through our coils. We have an absolute even distribution of air throughout both Drier and Cooler. GRAIN IS DRIED UNIFORMLY AND COMES OUT IN BETTER PHYSICAL CONDITION than from any other Drier on the market. A good Drier is a paying investment this year.

Write us for list of users and prices.

The Strong-Scott Mfg. Co., Minneapolis, Minn.

WHEN YOU BUY—BUY RIGHT.

OUR ADVERTISERS OFFER THE BEST.

GRAIN ELEVATOR BUILDERS

THE TOLTZ ENGINEERING COMPANY

PLANS—SPECIFICATIONS—SUPERINTENDENCE

For

Modern Fire-proof Grain Elevators

The building of the elevator shown is the last word in Elevator Construction.

Each part designed by a Specialist.

MAX TOLTZ, Mechanical Engr. Pres.

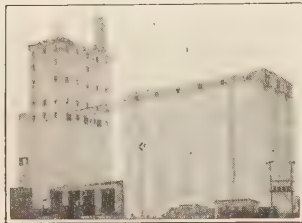
W. E. KING, Structural Engr., Treas.

CHAS. CLAPPER, Electrical Engr.

The combined experience of these men we extend to you.

1410 Pioneer Bldg.

ST. PAUL, MINN.

Western Maryland Ry. Elevator,
1,000,000 bu., cap. Baltimore, Md.THE
STEPHENS
Engineering Company

Designers and Builders

GRAIN ELEVATORS

Monadnock Bldg., Chicago

MACDONALD ENGINEERING CO.

DESIGNERS AND BUILDERS OF

GRAIN ELEVATORS

MONADNOCK BLDG. CHICAGO, ILL.

HICKOK CONSTRUCTION CO. for **ELEVATORS** Fireproof Storage
Contracting Engineers MINNEAPOLIS, MINNESOTA

WITHERSPOON-ENGLAR CO.

Built this Daylight, Fireproof Milling Plant
for the Southwestern Milling Co., Kansas
City, Kans.

Capacity, 400,000 Bus.—400 Bbls.

Electrically Driven and Modern in Every Respect.

WITHERSPOON-ENGLAR CO.

1247 Monadnock Bldg. CHICAGO, ILL.

Builders of Modern Fireproof
MILLS AND ELEVATORSTHE CHEAPEST Elevator in the End
Is Steel Construction
WHEN BUILT RIGHTIt Does Not Burn.
It Preserves the Grain.
It Does Not Crack.
It Saves Insurance.
It Has a Large Salvage Value
if taken down.

LET US FIGURE WITH YOU

MINNEAPOLIS STEEL & MACHINERY CO.
29th Street, near Lake Minneapolis

WE KNOW HOW TO BUILD THEM RIGHT

ELEVATOR
CONSTRUCTION
SPECIALIST
SINCE
1881

"HAVE IBBERSON BUILD IT"

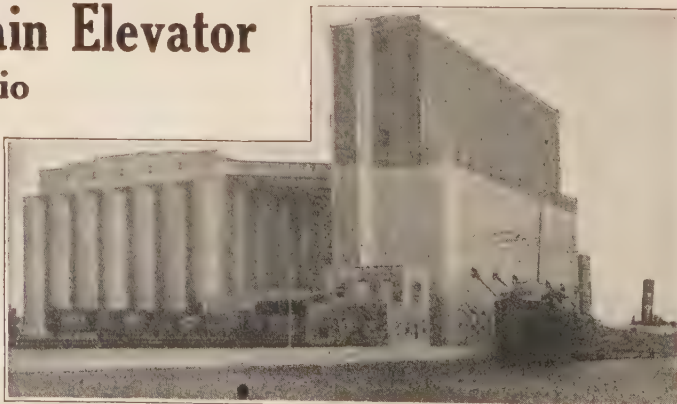
Write
For Our
New BookletT. E. IBBERSON
MINNEAPOLIS, MINNCanadian Government Grain Elevator
Port Arthur, Ontario

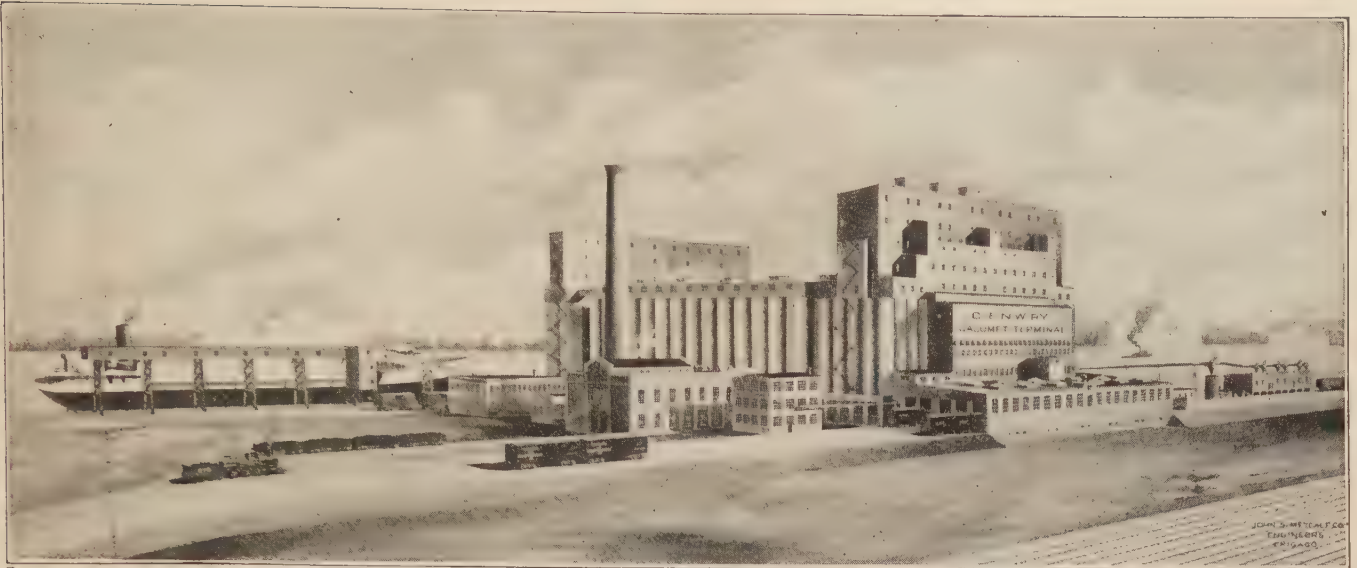
Capacity 3,500,000 Bushels

The Last Word in GRAIN ELEVATORS

Designed and Built by

Barnett-McQueen Co., Limited

OFFICES { FORT WILLIAMS, ONT.
DULUTH, MINN.
MINNEAPOLIS, MINN.



C. & N. W. RY. Calumet Terminal Elevator
South Chicago, Illinois

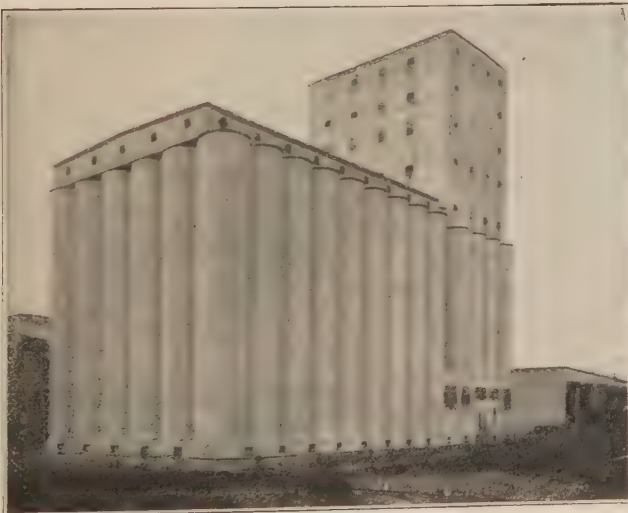
Now under construction. Total Capacity of Completed Plant: 10,000,000 Bushels. To be operated by the Armour Grain Company of Chicago.

Designing and Consulting Engineers for Entire Work
John S. Metcalf Company, Limited
GRAIN ELEVATOR ENGINEERS

54 St. Francois Xavier Street, MONTREAL, CANADA

108 South La Salle St., CHICAGO, ILL., U. S. A.

35 Southampton St., LONDON, W. C., ENGLAND

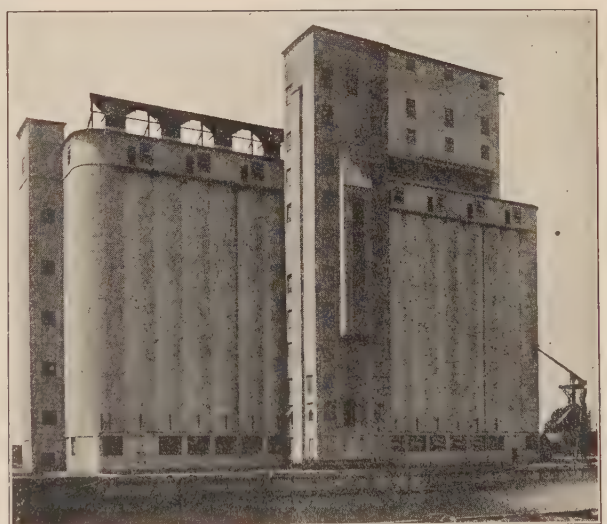


THE GIRARD POINT ELEVATOR
PHILADELPHIA, PA.

CAPACITY — 1,110,000 BUSHELS
The Most Rapid Handling Grain
Elevator in World. BUILT BY

JAMES STEWART & CO.
GRAIN ELEVATORS
BUILT IN ALL PARTS OF THE WORLD

GRAIN ELEVATOR DEPT., 15th Floor Westminster Bldg., CHICAGO
W. R. SINKS, Manager R. H. FOLWELL, Engineer

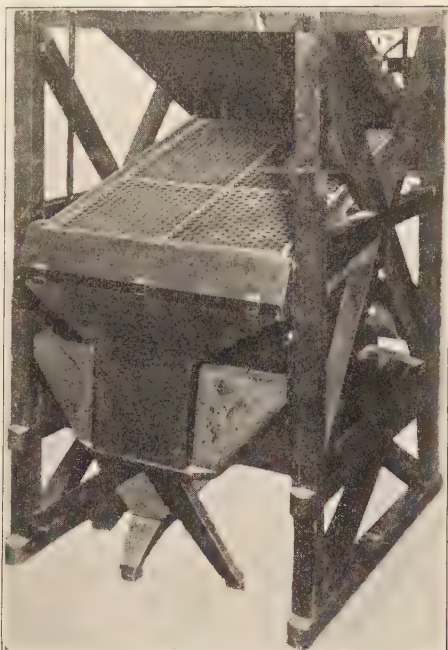


Connecting Terminal Elevator
1,000,000 Bushels Capacity
BUFFALO, N. Y.

Absolutely Fireproof—Electrically Driven

Built for
Connecting Terminal Railroad Co.
by

MONARCH ENGINEERING CO.
Chamber of Commerce Buffalo, N. Y.



WILFORD Cleaner and Separator

is installed in the new

WESTERN MARYLAND ELEVATOR

and other large Baltimore grain elevators.

It has a screening surface 9'x12' long. Capacity of three screens is 35,000 bushels in ten hours. The machine will give four samples of screenings and one sample of dust.

Write for full particulars.

A. WILFORD & CO.

1422 Hull Street
Baltimore, Maryland

The Automatic Dump Controller

Used Everywhere

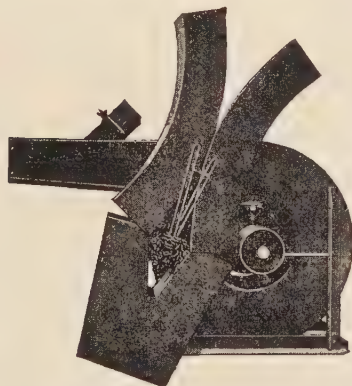
If an Elevator you should make,
In which to put your Grain,
Build it staunch, O! worthy master,
Build it, lose or gain.
Equip it with the best machinery,
Use nothing that's a fake,
Build it modern—build it good
And build it up to date.

If you want your wagons handled,
So gracefully and nice,
That all the Farmers near the town
To your house'll be enticed,
Just buy a **McMillin Dump Controller**
And see the Farmers' wagons line
In front, behind and on all sides,
See how their faces shine.

For they want their wagons handled
With gentle, simple care,
They do not want their team of horses
To ever have a scare.
So, if you'll mind your P's and Q's,
And in this house install
An Automatic Dump Controller,
You will accomplish all.

L. J. McMILLIN

523 Board of Trade Bldg.
INDIANAPOLIS, INDIANA

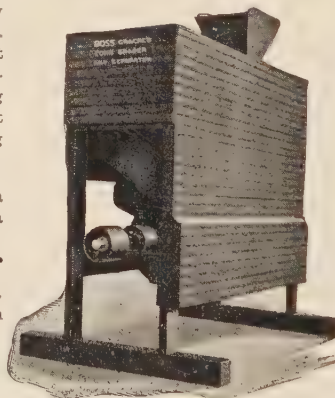


No Need to Scoop Grain

Bucklin Co-Operative Assn., Bucklin, Kansas, says: "Best loader on market."

CANNOT injure the tenderest grain. Every car loaded to full capacity without shoveling. It is the one best method ever devised for loading grain into cars. Get complete catalog today.

If you have a
Grinder you need a



Boss Cracked Corn Grader and Separator

Rotary Type—no vibration. Beautiful work. Low price. Catalog and samples upon request. Most every elevator can make the poultry feed business a big paying side line.

MAROA MFG. CO.
Dept. G MAROA, ILL.

*Grain is actually improved by its
passage through a*

MATTOON CAR LOADER AND GRAIN CLEANER

The grain being carried by a regulated air force, naturally the lighter matter such as chaff, dust and straw would be carried out by the spent air, and the clean grain lodge in the car.

Grain also traveling in a cool air current would naturally become cooled.

The loading spout travels continuously in a semi-circle. This insures even distribution and perfect stirring of grain.

Bear in mind that the Mattoon unlike any other, loads the car to full capacity, does not mill or crack the grain, is strong, durable and works automatically.



Send for full particulars today

Mattoon Grain Conveyor Co.
Mattoon, Illinois

THE HUMPHREY Employee's Elevator



again was given preference as a part of the equipment of the new C.&N.W. CALUMET TERMINAL ELEVATOR, South Chicago, Ill.

This is proof of the HUMPHREY efficiency in power man-lifts. Save time and energy of workman.

Write for prices and detailed information why "The Humphrey Endless Belt Route" means bigger profit to the owner.

Nutting Truck Co.,
Dept. G

Sole Manufacturers

Faribault, Minn.

Also Manufacturers of a complete line of Floor Trucks.

The Van Ness Safety Roller Bearing Manlift

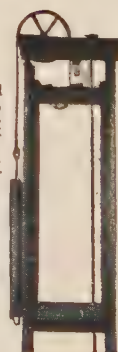
is built for service. Made from Selected White Birch, has direct acting springs, double safety device that will not fail, runs easy, unnecessary to bolt or lock it while not in use.
Has wire cable and cotton hand line. Sold on 30 days' trial. Write for circulars and prices.

Manufactured and for sale by

**R. M. Van Ness
Construction Company**

404-406 State Bank Bldg.,
OMAHA, NEB.

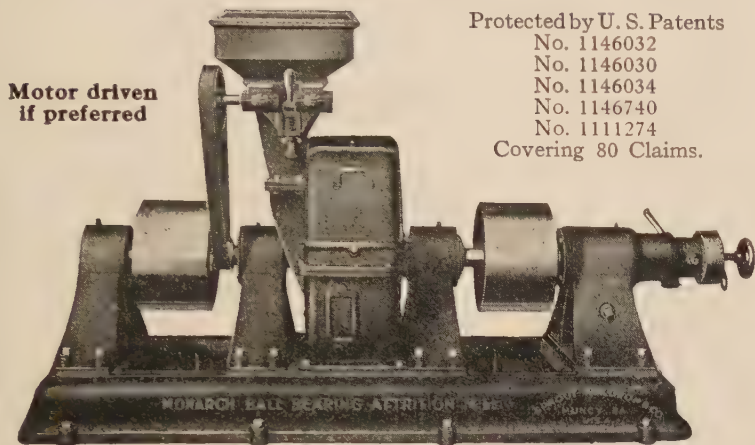
We Build
Modern Grain Elevators



5 Years of Continuously Satisfactory Service

After having operated it for five years and worn out a gas engine and a motor, an Ohio customer (name on request) writes us as follows about

THE MONARCH BALL BEARING ATTRITION MILL



Motor driven
if preferred

Protected by U. S. Patents
No. 1146032
No. 1146030
No. 1146034
No. 1146740
No. 1111274
Covering 80 Claims.

Gentlemen:—

Five years ago this last September, that is, in September, 1910, we purchased of you a 24" Ball Bearing Attrition Mill and Monarch Cob Crusher.

That we are well pleased with these machines, you no doubt know. They have been a source of profit and of very little expense. In fact, the only real expense has been for grinding plates, which we knew would wear out. Your plates last us much longer than the plates we had in the machine we discarded when we installed your equipment.

We have worn out a gas engine and one motor since installing your machines, but the latter work as perfectly as the day we put them in.

Yours very truly,

Sprout, Waldron & Co.

Milling Engineers

Main Office and Works:

Chicago Office:
No. 9 S. Clinton Street

MUNCY, PA.
P. O. Box No. 26

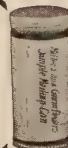
Don't Buy an Imitation
Write for Catalog D—No. 115.

Grain Dealers' Scale Tickets—Book No. 51

This scale book contains 100 pages 8x11 inches. Each page contains 5 scale tickets and 5 stubs, giving the book a capacity of 500 loads of grain. Each scale ticket is ruled for Number, Date, Load of, From, To, Gross, Tare and Net pounds, Net bushels and pounds, Dollars and Cents, Due to or order and Weigher. While the stub is ruled for Hauler, Load of, Number, From, To, Weighed, Date, Gross, Tare and Net pounds, Net.....bushelspounds, Price, Dollars and Fees. It is printed on manila paper bound in heavy board covers and pages are perforated so that tickets can be removed from book quickly and without tearing them. Book No. 51, Price 75 Cents. Address GRAIN DEALERS JOURNAL, La Salle Street, CHICAGO, ILL.

For Accurate Moisture Tests
use our Grain Dealers Air
Tight Cans for forwarding
your grain samples.

ST. LOUIS PAPER CAN AND TUBE CO.
ST. LOUIS, MO.



Cover's Dust Protector

Rubber Protector, \$3.00
Sent postpaid on receipt of
price; or on trial to responsible
parties. Has automatic valve and
fine sponge.

H. S. COVER
Box 404 South Bend, Ind.



HOTEL DYCKMAN

6th Street Near Nicollet
MINNEAPOLIS NEWEST HOTEL

325 Rooms, Every Room with private bath
Rates \$1.50 to \$5.00 per day

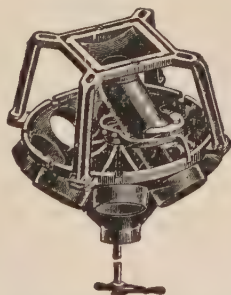
The DYCKMAN gives more for the money
than any hotel in the Twin Cities

Headquarters for the Grain Trade
H. J. TREMAINE, President and Manager

SAVING LOST MOTION

is the object of Hall devices.

Elevating spilled grain over and over and bruising it; lifting unfilled cups; moving unfilled belt spaces; are lost motions obviated by installing a



HALL SPECIAL
(Elevator Leg)

Separating grains that have become mixed; or shipping mixed grain to market is lost motion that is saved by using a

HALL SIGNALING DISTRIBUTOR

Hall Distributor Company, 222 Range Bldg., Omaha, Nebraska

SAVING MONEY

is very easy by using Tester Friction Clutches on your line shafts and machines. You then only operate such shafts and machines as are really needed.

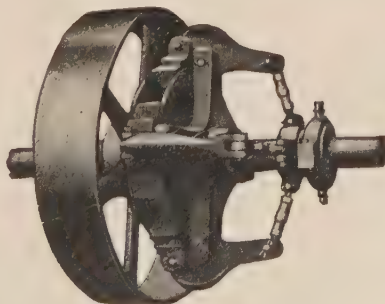
Tester Clutches means cutting out the waste and saving money, power, trouble, time and temper.

Get Our FREE BOOKLET

Decatur Foundry, Furnace & Machine Co.

Dept. D.

DECATUR, INDIANA



Advertising

Must first attract, then interest, and finally convince. Keep advertising and the country shipper will give you the preference.



THE ONLY SANE, SAFE THING
to do is to install an All Metal
Fire Proof

**Knickerbocker "1905" Cyclone
DUST COLLECTOR**

The Knickerbocker Co.,

Jackson, Michigan

SHEET METAL SPECIALISTS

NOW is the time to overhaul and repair your plant for the coming year. We can furnish all your requirements in the Sheet Metal Line.

WE MANUFACTURE

**DUST COLLECTORS
BLOW PIPING
CONVEYORS**

**GRAIN SPOUTING
STEEL ELEVATOR LEGS
MILL and ELEVATOR WORK**

No job too large for us to handle, the small ones receive the same attention. Get our figures before placing your order. All work guaranteed.

MINNEAPOLIS SHEET METAL WORKS

1528 Washington Ave., No., Minneapolis, Minn.

We are Agents for All Makes of Fans

Sure Death to Rats

BY USING OUR

"RAT SWAT"

Rat Swat is sold under our guarantee to rid your building of these pests or your money back, if used according to directions. One package covers 3,000 feet. Price \$3. Send for booklet.

S. O. S. CHEMICAL CO.
1509 Walnut St., Kansas City, Mo.

BOWSER FEED MILLS

**GROW
HEALTHY
STOCK**

Crush ear corn (with or without shucks) and grind all kinds of small grain.

Handy to operate—lightest running. 10 sizes: 2 to 25 h. p., capacity 6 to 200 bushels. Conical shape Grinders. Different from all others.

Write for Catalog
and folder about the value of different feeds and manures.

The N. P. BOWSER CO.
South Bend, Ind.



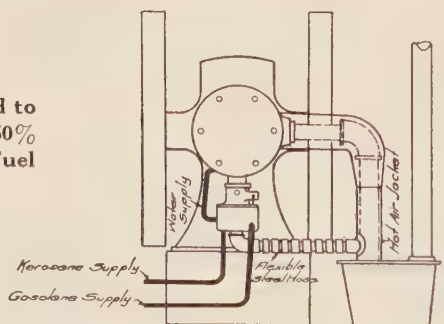
Do You Want

The grain trade news? Then subscribe for the Grain Dealers Journal. Twice each month for \$1.50 per year.

ECONOMIZE Install an Oil Saver

This means install a Carburetor that successfully burns coal oil and saves over one-half the fuel expense.

**Guaranteed to
Save You 50%
of Your Fuel
Bill.**



Price of Gasoline Increased

but this does not mean for you to throw your gasoline engine away or trade it in on a new one at the price of junk. Keep the old engine and attach an **AMERICAN KEROSENE CARBURETOR** and run it on oil.

A Letter From McCardle Grain Co., Terhune, Ind.

"We ran our engine 17 hours, shelling tough corn, and only used 22 gallons of oil. Our elevator man has run this engine six years and says it would have taken 30 gallons of gasoline to make the run. Your Carburetor saved me \$3.50 on this run."

You will have the same experience as McCardle. Learn more about this carburetor, write for descriptive circular.

THE AMERICAN CARBURETOR COMPANY
FRANKFORT, INDIANA

Gerber Spouting Has No Equal

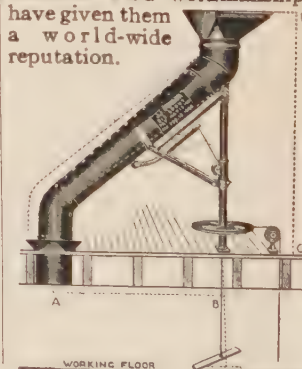


The Patent Flexible Chain Telescope Car Loading Spout is the best, yet cheapest, as it will outwear two ordinary flexible spouts. Made of special metal.

Every spout guaranteed as represented.

The Latest Improved Distributing Spouts

will absolutely prevent the mixing of grain. The best of material and workmanship have given them a world-wide reputation.



Don't accept those "almost as good." For satisfaction, get the genuine, made by

J. J. GERBER

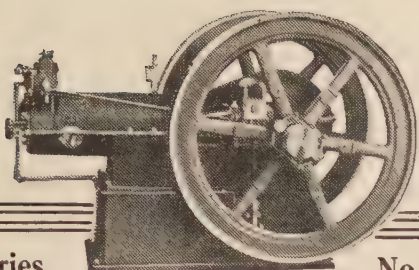
MINNEAPOLIS

MINNESOTA

TONS to Dollars and Cents

Shows at a glance the cost of any number of pounds of coal or hay at any price per ton from \$1.00, \$1.25, \$1.75, \$2.00 and so on to \$14.00. Well printed on good paper, and bound in cloth; margin index. Size 4x8 1/2 inches, 110 pages. Price \$1.00.

GRAIN DEALERS JOURNAL, 315 So. La Salle St., CHICAGO, ILL.



No Batteries

No Cranking

No Delays From Breakdowns

THE TROUBLES ALL LEFT OUT

To you men who have bought to regret, we suggest a careful investigation of the Lauson Gasoline or Kerosene Engine, because it is one you can depend on to do continuous hard work all the time. It will start right in the morning and stop right at night. The "Why" of it all is explained in our illustrated catalog, which is yours for the asking.

Built in all sizes from 2 to 100 H. P.

The John Lauson Mfg. Co., 65 Monroe St., New Holstein, Wis.

SET OF BOOKS for Grain Dealers

Form 380 Record of Wagon Loads Bought } PRICE, \$3.00
Form 385 Record of Car Loads Shipped }
GRAIN DEALERS JOURNAL, 315 So. La Salle St., Chicago

GENUINE CRUDE AND FUEL OIL ENGINES

Operate successfully on cheapest fuel oil.
Sizes 10 to 75 H. P. Stationary only.

MUNCIE OIL ENGINE CO.
Muncie, Ind., U. S. A. 1215 Jackson St.

KENNEDY AUTO STORAGE COVERS



To meet the need of an inexpensive and efficient cover for automobiles while in dead storage we are making a paper cover, which is proving the right thing for this purpose. These covers are made of strong, heavy paper, properly reinforced to prevent tearing. They protect the car against dirt, dust and moisture and will prevent the polished portions from tarnishing and the finish from checking in cold weather.

We make them in four sizes:
7 PASSENGER FORD SPECIAL
5 PASSENGER ELECTRIC

Grain Dealers can handle a few of these covers and make a good profit on them. Further information on request.

THE KENNEDY CAR LINER & BAG CO., Shelbyville, Ind.
New York Office, 41 Park Row

If Your Business

isn't worth advertising
advertise it for sale.



Tanked Fuel Is Cheaper!

There are four primary reasons for this:

1. Gasoline and similar fuels have roughly from $1\frac{1}{2}$ to 2 times the *heat value* of coal.
2. Therefore, every other condition being equal, they do $1\frac{1}{2}$ times to twice the work for the same volume of fuel.
3. But the prime movers in which these fuels work are far more efficient than steam engines of the same power output; therefore, the relative power output becomes even greater.
4. And the elimination of a boiler plant, with its expensive labor and high coal and ash handling charges, *cheapens* the tanked fuel further.
5. Additional economy here. There are over 100,000 OTTO internal combustion engines now in use—and among the many reasons for this is their continued record of exceptionally low fuel consumption.

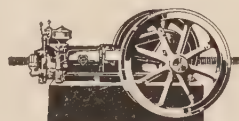
Full engineering data, and other information that will enable you to judge whether or not OTTO engines using these fuels would be the most economical power source for your conditions will be furnished on request.

Write today

The Otto Gas Engine Works

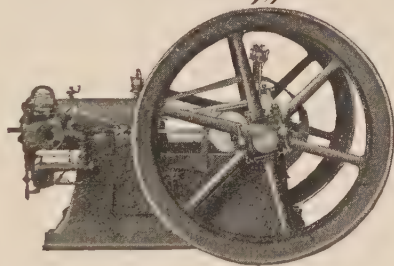
Main Office and Works—Philadelphia

15 and 17 South Clinton Street, Chicago



Otto Gasoline and Gas Engines

OPERATED ON
FUELS ALWAYS
OBTAINABLE



8 to 160 H. P.
Oil—Gas—Gasoline

MONEY—

Invested in a CHARTER ENGINE brings 100% returns in power, service and reliability. We are doing it for others—why not you?

WRITE NOW

Charter Gas Engine Co.

Incorporated 1871

60-80 Wallace Street, STERLING, ILL., U. S. A.

A Car-Mover that Stands the Test NEW BADGER

FREE
For 30 Days



We will send you a New Badger Car-Mover for thirty days free trial and if it does not meet with your approval return it. We pay the freight both ways. If you keep it you are to send us \$5.00.

We would not make such an offer were we not sure that this Car-Mover would stand the test. It has been on the market for a long time and has always met with the approval of its users.

Drop us a post card and ask us to send you the New Badger for thirty days' free trial.

ADVANCE CAR-MOVER CO., APPLETON WISCONSIN

Wanted and For Sale

The rate for advertisements in this department is 20 cents per type line each insertion

ELEVATORS FOR SALE.

FOR SALE—Good grain elevator and retail business in connection. Write Cowen, Box 2, Grain Dealers Journal, Chicago, Ill.

FOR SALE—Elevator 15,000 bu. capacity, and 100 barrel capacity roller mill, both on same location. Modern and fine shape. In good grain center. Newcomer, Adair, Okla.

FOR VERY GOOD REASONS our 12,000 bu. elevator in good grain section in Northwestern Ohio must be sold. For particulars address Beck, Box 2, Grain Dealers Journal, Chicago, Ill.

CHOOSE YOUR ELEVATOR from the many offered. Insert an advertisement in the "Elevators Wanted" columns of the Grain Dealers Journal, and select one at a satisfactory price and station.

CENTRAL ILLINOIS fine up-to-date 60,000 capacity elevator. Best money-maker in State. Good town. 300,000 bu. business. Price right. Address Bargain, Box 2, Grain Dealers Journal, Chicago.

CENTRAL Western Ohio, twin elevators, at a good point. \$300,000 business last year. No competitor. Will make an attractive cash price. Address Square, Box 2, Grain Dealers Journal, Chicago.

FOR SALE—12M bu. Elevator with coal and other side lines. Studded houses, two dumps, three stands of elevators. Automatic scales, steam power; on private ground. Price, \$6,000. Address A. J. McFadden, New Waverly, Ind.

HALLOWAY, MINN. 25,000 bushel capacity Stone Foundation Cribbed Grain Elevator for sale. Dump scale, Brick engine house. All strictly modern and in good repair. \$2,500.00 to quick buyer. For particulars address Might, Box 11, Grain Dealers Journal, Chicago.

NEBRASKA elevator 20,000 bu. capacity for sale. Cost over \$5,000 to erect, is in first class condition, and located on track-age in the city of Kearney. House is cribbed and one of the best in Central Nebraska. Modern machinery in good condition. Sealed bids will be received until February 3, 1916, at 12 o'clock, by J. D. Lowenstein, Kearney, Neb.

CENTRAL IOWA iron clad 25,000 bu. Elevator for sale. Equipped with sheller, cleaner, two 10 horse motors, track scales, under shed, also warehouse 54x80, equipped with motor and grinder. Large three-room office, new Howe wagon scale. This plant is located on private switch and faces a paved street in one of the best towns of 15,000 in this section. Sickness and to close up a partnership, reason for selling. Address R, Box 1, Grain Dealers Journal, Chicago, Ill.

OHIO ELEVATOR; Iron clad, 20,000 bu. elevator, in town of 500, only house here, with 125 square miles of good producing territory. Average shipments past ten years 125 cars. Only coal yard, handles 50 to 60 cars. Flour, feed, cement, tile, fencing and posts, in fact, an excellent side-line. Located in West-central Ohio, within 25 miles of Lima on N. Y. C. R. R. This is an excellent location, and money making business. Price \$8,000 until March 1st. This business will bear investigation. Do not write unless looking for a business beyond speculators basis. Address Success, Box 2, Grain Dealers Journal, Chicago.

ELEVATORS FOR SALE.

ELEVATOR and small coal business for sale. Eastern Nebraska. Address F., Box 1, Grain Dealers Journal, Chicago.

NORTHWESTERN OHIO Elvtd. & coal business \$15,000.00. No trades. Do not write unless mean business. Address Will, Box 11, Grain Dealers Journal, Chicago.

KANSAS Elevator, 8,000 capacity, on Santa Fe Ry., for sale. First class bargain for quick sale. For particulars address Kansas, Box 2, Grain Dealers Journal, Chicago.

RIVERSIDE Elevator and Warehouses, Memphis, Tenn., between the Frisco and I. C. tracks; near business center and all freight depots; capacity 300 cars. Webb & Maury, Memphis, Tenn.

WESTERN OHIO elevator and coal yard for sale. For the past six years made over 16% interest on the price we ask. For particulars address Good, Box 2, Grain Dealers Journal, Chicago.

KANSAS The only elevator in town of 3,000. Business includes grain, flour, feed and coal. Price \$6,000. Some time on part. Lots of corn and wheat in farmers hands. Address Stone, Box 12, Grain Dealers Journal, Chicago, Ill.

NORTHWESTERN OHIO Elevator, 10,000 capacity, electric power, large warehouse in connection, coal, feed and hay, good territory and doing big business. Address Waters, Box 1, Grain Dealers Journal, Chicago, Ill.

MODERN ILLINOIS Elevator; handles 200,000 bu. grain and 1,500 tons of coal annually. An excellent business, best of competition. A better proposition than is usually put on the market. Address Son, Box 1, Grain Dealers Journal, Chicago.

INDIANA 40,000 bu. elevator, cribbed, only elevator in county seat, handle wheat, corn, oats and clover seed. Good farming community. Wholesale and retail flour and feed business in connection. Address Electric, Box 2, Grain Dealers Journal, Chicago, Ill.

FOR SALE Central Illinois Elevator on I. C. R. R., 50,000 bus. capacity. Steam power, 7 dumps, sheller, cleaner, hopper, scales; good grain station; large crops; fine coal trade; good competition. 4 churches, good schools. Price \$11,000.00. Address Central, Box 12, Grain Dealers Journal, Chicago, Ill.

FOR SALE Three elevators in Wisconsin, one located on C. & N. W. Ry., and C. M. & St. P. Ry. and other two on C. & N. W. Ry. Good paying proposition all year. Flour, seed and staples are jobbed in connection to the retail grocers. Reason for selling surviving partner retiring from business. Address XO, Box 12, Grain Dealers Journal, Chicago, Ill.

ILLINOIS—For sale modern cribbed iron clad elevator; concrete foundation, 2 legs, 15 horse Fairbanks-Morse Engine; automatic scale, gravity loader, Hess cooler and cleaner on outside elevator. 9 cribbed and hopped bins, capacity 50,000 bus. Business 350,000 bus. a year. Best elevator in McLean Co., Ill., all on private ground on Ill. Central, 120 miles from Chicago. 2-room office and Fairbanks-Morse Scale. Address Grain, Box 6, Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR SALE.

EASTERN OKLAHOMA—Two elevators, good locations. Address Member, Box 9, Grain Dealers Journal, Chicago, Ill.

SOUTHERN KANSAS Elevator for sale. Only one in good grain territory. Write for particulars to James, Box 1, Grain Dealers Journal, Chicago.

NORTHERN OHIO elevator for sale, 10,000 capacity, gasoline power, coal, feed and hay in connection, no competition in grain. Two churches and good school. E. E. Miller, Nova, Ohio.

NORTHERN INDIANA 25,000 bu. grain elevator and coal business for sale. Want to sell on account of health. For further particulars address Indiana, Box 2, Grain Dealers Journal, Chicago.

CHAMPAIGN CO., ILL., ELEVATOR FOR SALE. In small town, 35,000 cap. two dumps, two stands of elevators, rope drive, two loading spouts, gas eng., good office and wagon scales. No competition and receipts for past three years average nearly 200,000 bu. annually. Big crop to handle now. Good coal business in connection. Address James M. Maguire, Campus, Ill.

ELEVATORS FOR RENT.

TWO GRAIN Elevators to rent, combined capacity 40,000 bus., electric power and lights. Halstead Attrition Feed Grinder, good size flour house in connection, also farm machinery business and garage to rent. Ask for more information. J. N. Bassett, Lena, Wis.

ELEVATORS WANTED.

FOR TRADE highly improved Ind. farm for elvtr. or coal, flour and fuel bus. Jacob Wolfe, Greenfield, Ind.

WANTED to buy an elevator either in Central Kansas or North Central Oklahoma. P. Lorenz, Cordell, Okla.

HAVE 80 acre farm in Central Illinois to trade for good 12,000 to 20,000 bu. elevator in good locality. Address W. F. Wilbourn, Olive Branch, Ill.

WANTED to buy modern elevator in Central Iowa. Must be money maker. Send full particulars to Good, Box 2, Grain Dealers Journal, Chicago.

WANT up to date elevator not over 15,000 cap. in good town 4 to 5,000 population in Central Kansas, in good wheat country. Give full particulars, Ben, Box 2, Grain Dealers Journal, Chicago.

WANTED an elevator in good grain section in exchange for 200 a. No. Wis. land in fruit and dairy section. \$20 per a.; incumbrance \$1,000. R. P. Roberts, 4909 Upton Ave. So., Minneapolis, Minn.

HAVE an 80 acre farm in Livingston Co., Ill., valued at \$18,000, whose owner will exchange for an elevator worth from \$6,000 to \$10,000. Also 160 acres in Kankakee Co., Ill., valued at \$20,000 to exchange for an elevator. James M. Maguire, Campus, Ill.

Somebody's always hunting an elevator, and there is no wrong time of the year to put an ad in the "Elevator For Sale" columns of the Journal.

ELEVATORS FOR LEASE.

WANTED to lease several good elevators in Central Kansas or Northern Oklahoma. Address 611 North Washington, Wellington, Kan., or V., Box 9, Grain Dealers Journal, Chicago, Ill.

ELEVATOR BROKERS.

SELLERS list your elevators and buyers buy your elevators thru John A. Rice, Frankfort, Ind.—Reliable Broker 10 years.

I ALWAYS HAVE a fine line of elevators listed to select from and if you will write, wire or phone me, I will be glad to meet you and go over them with you. I am sure I can please you and will be glad to have your inquiries. James M. Maguire, Cam-pus, Ill.

MILLS FOR SALE.

FOR SALE Milling property to close an estate. Write for description. Address Riverside Milling Co., Clinton, Iowa.

A BRICK flouring mill of 50 bbl. capacity, located in Perrysville, Ind. Terms easy. Apply to B. O. Carpenter, Perrysville, Ind.

FOR SALE—A Waterpower flour mill twenty miles from Indianapolis, Ind. Address Office, Box 2, Grain Dealers Journal, Chicago, Ill.

GOOD MILL for sale at a bargain. Best district in the South. Good opportunity to build up a great milling business in the South and make big success. If you mean business, write for information. Address A. Brown, Attalla, Ala.

FOR SALE Flour and feed mill, extremely cheap; easy terms if taken before Feb. 15. Capacity 50 bbls. wheat flour, 24 bbls. buckwheat flour and large cap. feed mill. Adequate steam power. A. B., Box 2, Grain Dealers Journal, Chicago.

FOR SALE 50 bbl. Roller Flour and feed mill with 10,000 bu. elevator in good wheat and feed section of Wisconsin. Oil Engine for power in good running order and on side track of R. R. Address J. Box 1, Grain Dealers Journal, Chicago.

FOR SALE or exchange one of the best water power flour, saw and planing mills in Mo., located in good wheat country, plenty of wagon wheat every day at mill door. Mill running full time on a strictly cash trade. Poor health only reason for wanting to sell. Address Listed, Box 2, Grain Dealers Journal, Chicago.

FOR SALE CHEAP—A three-story custom feed mill with 40-h. p. gasoline engine for power, connected up and running at present by electricity; also 7-room residence. In most prosperous dairy section of New York on Erie R. R. with side track to mill. On Main St. in village of Randolph, N. Y. Address E. D. Holdridge, Randolph, N. Y.

FOR SALE—A two-break, four-reduction, "Richmond" Reel Flour Mill, never-failing water power, power enough for 2 or 3 such mills. Located in one of the finest farming valleys in Western Kentucky, near main line of I. C. Ry.; running and in good condition. Reason for selling: owner has other business which occupies all his time. For full particulars address The Grain Machinery Co., North Vernon, Ind.

MILLS FOR RENT.

FOR RENT A Modern mill located in Covington, Ky. Capacity 175 bbl. daily, and 25 tons corn meal. Power, gas engine. Rate of gas 30c per thous. Excellent shipping facilities. If interested address us and terms will be mentioned upon inquiry. Nordmeyer & Berding, Covington, Ky.

SITUATIONS WANTED.

POSITION wanted as Manager Farmers Elevtr. or agent for line house. References furnished by present employer. Ben Longbons, Milmine, Ill.

SITUATION WANTED — Young man work in grain office, on books or anything for future. Address Tribune, Box 2, Grain Dealers Journal, Chicago.

POSITION WANTED as traveling grain solicitor or manager of grain elevator. Experienced, A1 references. Address Dell, Box 5, Grain Dealers Journal, Chicago, Ill.

WANTED POSITION as Manager of Farmers Elevator. 10 years experience Understand book-keeping; can furnish A1 references. Address H. Box 12, Grain Dealers Journal, Chicago.

WANTED—Position as manager of elevator or as grain solicitor. Ten years' experience. Know grain and seed. Keep books and give bond. Address Worth, Box 8, Grain Dealers Journal, Chicago, Ill.

WANTED position as solicitor for reliable grain firm or manager of Farmers elevator company, by experienced grain man. Scandinavian. A1 ref. Address Jour., Box 2, Grain Dealers Journal, Chicago.

WANTED POSITION Manager of line elevator or private firm. 4 yrs. experience as Manager. 30 years old, married. Can furnish Bank references. Address Brown, Box 11, Grain Dealers Journal, Chicago.

EXPERIENCED HELP, such as managers for country stations, foremen, auditors and employees need in the grain business are readily secured thru an ad in the "Help Wanted" column of the Grain Dealers Journal, Chicago.

POSITION WANTED as Elevator Manager and Operator, or second man at fair salary. Thoroughly experienced; can handle any part of the work, and not afraid of work. Address Kind, Box 11, Grain Dealers Journal, Chicago.

WANTED position as Supt. of Terminal elevator, or solicitor for good grain commission firm. Have had 13 years' experience in grain business and can furnish references. Address Iowa, Box 8, Grain Dealers Journal, Chicago, Ill.

YOUNG married man with eleven years' experience as Manager of lumber, grain, coal and hog business. Now employed, wants change, as Manager of Elevator or Lumber yard or both in connection. Address B. B., Box 2, Grain Dealers Journal, Chicago.

WANTED position as Manager by a high class independent grain man and lumberman. Good farmer's elevator preferred. Thoroughly experienced. Good references and bond. Married and family. State terms. Address Bain, Box 1, Grain Dealers Journal, Chicago, Ill.

WANTED position as Manager of elevator for Line or Independent Co. Several years experience in this line; 24 years married; high school and business college education; can handle any set of books. Gas engine expert. At present employed; can leave on short notice. Salary \$80 per Mo. to start. Earl Ogg, Ocoya, Ill.

ARE YOU looking for a position in any branch of the grain business? If you are send us your name, address, nationality, languages spoken, experiences, salary expected, references, in fact any information that will help an employer to form an idea of your ability to serve him. We will keep this information on file and from time to time place you in touch with elevator owners who seek competent help. This service will be absolutely free, placing you under no obligation whatever. Write today and get in line for a good position. Address—The Want Ad Man, Grain Dealers Journal, Chicago, Ill.

SITUATIONS WANTED.

POSITION WANTED as Manager Farmers or Line Elevator. 11 years experience. Understand book-keeping. A1 references. Fred. F. Current, Kewanee, Ill.

BY German 37 years old, honest, sober and not afraid to work, as manager in elevator. 10 years' experience. Neb., Kans. or Western Iowa preferred. Address Bob, Box 2, Grain Dealers Journal, Chicago.

WANTED position as Stationary Engineer in State of Ohio, State license, six years' experience in grain elevator business. Can give No. 1 references. Address Edgar O. Lutz, Lock Box 8, Thackery, O.

HELP WANTED.

WANTED Experienced, hustling grain cleaning machinery salesman. Address Special, Box 1, Grain Dealers Journal, Chicago.

WANTED Manager for small country elevator, lumber yard and small grocery store. Must be familiar with Northern Illinois territory. Address Holcomb-Dutton Lumber Co., Sycamore, Ill.

PARTNERS WANTED.

YOU CAN SECURE a partner if you make your wants known to the grain trade thru the Partners Wanted column of the Grain Dealers Journal.

WANTED an experienced miller to invest \$2,000 to \$3,000 and take active management in new 50 bbl. Midget Marvel Flour Mill, well equipped and running in good Oklahoma wheat country. Address H. A., Box 2, Grain Dealers Journal, Chicago.

A FINE Opportunity for a man with \$10,000 to become active partner in a thoroughly established grain commission business in St. Louis. Must be a hustler, good salesman, solicitor and able to handle correspondence. The house needs help more than capital. Prefer a man under 40 years of age. Address Louis, Box 2, Grain Dealers Journal, Chicago, Ill.

BUSINESS OPPORTUNITIES.

GRAIN elevator, seed warehouse and feed mill corporation wants purchasing agent and secretary. \$2,000 required. Address Aud, Box 2, Grain Dealers Journal, Chicago.

FOR SALE good running Mill and Elevator in Central Indiana. Electric power. Fine chance for man with sons to help him. Coal business alone will pay all expenses. Good wheat and corn country; town 2,000; no other in town. Write for information. Address A. U., Box 1, Grain Dealers Journal, Chicago, Ill.

KANSAS—First class Mill and Elevator for sale. Flour mill 175 bbl.; 40,000 bu. Cribbed Elevator. Both mill and Elevtr. lined all over with steel. Large brick boiler and engine room; 200 h.p. Corliss engine; 150 h.p. Atlas boiler plant; track scale. In good town, on two railroads, fully equipped, ready to run; on private land. No better wheat belt in the state. Same is all clear of incumbrances; \$8,000 cash will buy this with a \$3,000 note payable in two years. A bargain in a mill for someone who understands milling. Am no miller, and not able to get my sons interested to take it. Address Kaffir, Box 1, Grain Dealers Journal, Chicago.

ADDRESS WANTED.

ADDRESS Wanted of E. A. Ryerson, formerly doing business at Memphis, Tenn., as the Merchants Hay Corporation and the Ryerson Grain Co. J. R. Barker & Co., Raymore, Mo.

MILLS WANTED.

THREE hundred and twenty acres good unimproved land in Meade Co., S. D., to exchange for mill, up to \$8,000. Most of this land can be ploughed. There is a small mortgage of \$1,500 on it. Address Lock Box 122, Fredonia, N. Y.

SECOND-HAND BAGS AND BURLAP.

WHEAT BAGS FOR SALE.

5,400 second hand cotton bags at 11c each f.o.b. St. Louis, any quantity. Foell & Co., 123 Market St., St. Louis, Mo.

BURLAP BAGS OF EVERY KIND FOR SALE; new or second-hand, plain or printed with your brand; Seamless Cotton Grain Bags; Sample Bags; Burlap, Cotton Sheet-ing, or Paper for Car Lining, etc. Wanted: second-hand bags, best prices paid. WM. ROSS & CO., 409 N. Peoria St., Chicago

SOLICITORS' SIDE LINE.

WANTED men calling upon grain ship-pers to carry small book needed by every grain firm. Easy sales, large commissions. Address W. B. Granger, 507 Traders Bldg., Chicago, Ill.

SIDELINE SALESMEN wanted to han-dle the TOLLOMETER; reduces and checks telephone tolls; widely used by grain trade. A live wire can make \$25.00 extra per week. The Tollometer Selling Corporation, Forestville, Conn.

DYNAMOS—MOTORS

DYNAMOS AND MOTOR BUYERS are reached in largest numbers and less ex-pense by offering them for sale in the grain trade's accepted medium for power bargains—the "Dynamos—Motors" columns of the Grain Dealers Journal, Chicago.



Here It Is

just what you have been looking for.

It Saves

you from climbing into car in the poisonous

dust, and does not require so much of your time and labor. This Spout Holder saves its cost often on one car. You can load much more evenly and save dockage. Guaranteed.

Write for our catalog at once.

Lowest prices on Gerber, Worley & Bland Flex. Spouts. Badger Carmovers and all supplies.

L. E. Taylor & Co.

Flour Exchange
MINNEAPOLIS, MINN.

ENGINES FOR SALE.

FOR SALE 12-h. p. Olds Gasoline En-gine. \$150. Edgar Kyle, Pleasant Plain, Ia.

GREAT BARGAIN—Complete vertical Nash 3 Cylinder 75 h.p. Producer Gas Power Plant in good condition. Get particulars. Wolters Bros., Fremont, Mich.

FOR SALE cheap, one 25 h.p. Fairbanks Morse oil engine. Too small, used two weeks. Also one 30 h.p. General Electric Motor, 220 Volt. Loxa Grain Co., Loxa, Ill.

ANY KIND, ANY SIZE, ANY PRICE gasoline engine which is not in use and which you wish to sell, will find many ready buyers if advertised in the "Gasoline En-gines" column of the Grain Dealers Jour-nal, Chicago. Try it.

GASOLINE ENGINES FOR SALE.

44 H. P. Fairbanks-Morse.

25 H. P. Columbus.

25 H. P. Fairbanks-Morse.

22 H. P. Fairbanks-Morse.

15 H. P. Fairbanks-Morse.

12 H. P. Fairbanks-Morse.

6 H. P. Fairbanks-Morse.

4 H. P. Fairbanks-Morse.

Also fifty engines of varied sizes and all makes. Address A. H. McDonald, 547 W. Monroe St., Chicago, Ill.

STEAM ENGINES, BOILERS.

FOR SALE—One second hand 14x42 Lane & Bodley Corliss Engine, 12 ft. fly-wheel, girder frame. Write or wire Southland Cotton Oil Co., Paris, Texas.

FOR SALE One boiler 16' by 54", 34—4" tubes; One 9x16 Brownell Automatic Steam Engine, water heater and feed pump. Cheap for quick sale. O. Klepinger, Ingomar, Ohio.

SCALES FOR SALE.

FIVE TON Howe, ball bearing wagon scale. Weighs accurately, \$50.00; f.o.b. Markle, Ind. J. F. Plice.

USED but refitted Dormant Scales, any size, make or capacity, \$35.00 f. o. b. St. Louis. Wagon scales, various makes at prices that will startle. Write today. Howe Scale Co., 409 N. 4th St., St. Louis, Missouri.

INFORMATION BUREAU

READERS DESIRING to learn by whom, or where any grain handling machine or device is made, can generally obtain it promptly by addressing Information Bureau, Grain Dealers Journal, Chicago, Ill.

MACHINES FOR SALE.

ONE 30 bbl. flour mill, run less than 6 mo., in fine running condition and will sell very cheap at once. R. C. Moore. Pleasant Valley, Ky.

ELEVATOR OPERATORS wanting good second-hand elevator machinery or sup-plies invariably make their want known thru the "Machinery Wanted" columns of the Grain Dealers Journal, Chicago.

FOR SALE One No. 40 Owens Grain Cleaner with full set of sieves in good con-dition. One 100 bu. hopper scale used very little. No use for them. Address Thomp-son Farmers Elevator Co., Thompson, N. D.

WE deal in new and used machinery such as steam and gasoline engines, boil-ers, generators and motors. We guaran-tee our machinery to give satisfaction. Johnson Machinery Company, 2050 Archer Ave., Chicago.

Can save and make money for you.

Entire line of remodeled guaranteed 2nd hand machinery must be sold within 30 days. Any size or make. Single and Double Head Attrition Feed Grinders and Corn Crackers. Single and Double 2 and 3 Pair High Roller Mills, Reels, Packers, Grain Cleaners, for all purposes. Boilers, Motors, Water Wheels, Burr Mills, Crush-ers, Shellers, etc. Can supply any thing new or 2nd hand for Flour or Feed Mill, Grain Elevator, etc. Satisfaction guaran-teeed. Write for prices at Once.

George J. Noth,

9 South Clinton St.,

Chicago, Ill.

96% EFFICIENCY IN CRACKING CORN.

Our Method—We have devised a new method for making cracked corn which will give you 96% efficiency and at the same time give you a product that is even and unexcelled in quality. In fact, we steel cut every kernel of corn instead of grinding them, which eliminates the fine or undesirable product to 4 per cent. Our method is not only for corn but is adapted for Wheat, Rye, Barley, Rice, Peas, Kaffir Corn, etc., also cutting the grains to any degree of fineness desired.

By using our special corrugation we in-crease your capacity 25% more than at present, with 20% less power and give you a finished product superior in every de-tail.

It pays for itself—Taking into consid-eration the power saved, the increase in capacity afforded, the extra quality in product made, and finally the elimination of almost all of fine material created under the old way (which sells for less than cracked corn) means that our method will pay for itself in a short time.

Under the old way, a cracked corn sep-arator is necessary, but with our method for general work, this machine is not re-quired.

The results already stated will save you money on each bushel of corn, also the extra quality of product your customers receive will please them to the end of sat-isfaction, which will mean more sales, larger sales and finally greater profits; taking this into consideration no wide awake, energetic feed mill operator should lose any time in investigating our method. Write for information at once stating the kind of mill you now use for cracking corn.

Samples of cracked corn made by our method will be sent to any one upon re-quest.

B. F. GUMP CO.,

431 to 437 So. Clinton St.

Flour Mill and Elevator Machinery,
Chicago, Illinois.

Journal "Wanted—For Sale" ads will put you in touch with people who are "Necessary to your pros-perity."

DO IT NOW

GRAIN DEALERS JOURNAL

315 So. La Salle St., Chicago, Ill.

Gentlemen:—Enclosed find One Dollar and Fifty Cents for which please send the *Grain Dealers Journal* on the 10th and 25th of each month for one year to

Name of Firm.....

Capacity of Elevator Post Office.....

.....bus. State.....

SEEDS FOR SALE—WANTED

SCREENINGS WANTED.

WANTED — Chicken Wheat, Wheat Screenings, Milo Maize, Alfalfa meal, Oat Hulls or Oat Screenings. Wheat Bran and Middlings. Submit samples and prices delivered, car-lots. Adluh Milling Co., Columbia, S. C.

WE ARE IN THE MARKET for clover seed screenings now, and for the coming season. We will either contract for your entire output or buy your different lots by sample. It will be to your interest to confer with us before making any disposition of your screenings and low grade seeds. We will be glad to hear from you. J. M. King & Son, No. Vernon, Ind.

FLOUR FOR SALE.

MIXED CARS of flour and mill feeds in 100 pound sacks are our specialties. We are now manufacturing a full line of corn goods, cracked corn, feed meal, corn and oats chop, Ohio Farm feed, shelled corn and standard oats, in connection with our flouring mill. Would like to send you a trial to convince you of the superiority of our products. Ansted & Burk Co., Springfield, Ohio.

CORN BRAN WANTED.

CORN Bran Wanted. P. L. Zimmermann Co., St. Louis, Mo.

Milwaukee Seed Company



WHOLESALE SEEDS

LONG DISTANCE TELEPHONE GRAND 672 and 673

104-106 WEST WATER STREET

MILWAUKEE, WIS.

Buyers and Sellers

Medium Mammoth Alsike,
White Alfalfa, Timothy, Grasses,
etc.

Mail Samples

Ask for Prices

"The Live Clover House"

When the first ring of the door bell is not answered, don't conclude that the folks are not at home. This applies to Journal "Wanted—For Sale" advertising. Ring again.

GRAIN FOR SALE.

BRIGHT heavy selected white oats for seed. Samples and prices furnished. Farmers Grain Co., Denver, Colo.

IF YOU WISH to get in touch with a large number of dealers who have grain of all kinds for sale, insert an advertisement in the "Grain Wanted" columns of the Grain Dealers Journal, Chicago.

GRAIN WANTED.

WANTED Five cars Early Fortune Millet. Send samples. Lewis Grain Co., Inc., Buffalo, N. Y.

WANTED Grain offerings, "to arrive" of elevators desiring to ship to Cincinnati. Address Broker, Box 1, Grain Dealers Journal, Chicago, Ill.

WANTED—One hundred cars of oat straw, timothy, hay, buckwheat, grain and potatoes. Send samples. C. T. HAMILTON, New Castle, Pa.

STRAW WANTED.

ANYONE having flax straw to sell, communicate with H. D., Box 2, Grain Dealers Journal, Chicago.

We have for sale several thousand bushels of seed corn, both 1914 and 1915 crop. Can furnish in large or small lots.

McGREER BROS., Coburg, Iowa

WANTED BALED FLAX STRAW In Car Lots

Address

FLAX FIBRE

1807 So. Clark St.,

Chicago, Ill.

Directory Grass Seed Trade

ATCHISON, KANS.

Mangelsdorf Bros. & Co., The, wholesale seeds.

BALTIMORE, MD.

Buffington & Co., John J., whse. seed merchants.
Scarlett & Co., Wm. G., whse. seed merchants.
Simpson & Co., W. A., seed merchants.

BELFAST, IRELAND.

Lytle & Sons, Ltd., John, Per. & Ital. Ryegrasses.

BUFFALO, N. Y.

Craver-Dickinson Seed Co., field seeds.

CHICAGO, ILL.

Dickinson Co., The, Albert, seeds.
Illinois Seed Co., The, grass and field seeds.

CRAWFORDSVILLE, IND.

Crawfordsville Seed Co., seed merchants.

EVANSVILLE, IND.

Small & Co., W. H., seeds, grain and hay.

INDIANAPOLIS, IND.

Indiana Seed Co., The, Seed Dealers.

KANSAS CITY, MO.

Missouri Seed Co., who. exp. and imp.
Peppard Seed Co., J. G., wholesale seeds.
Rudy-Patrick Seed Co., wholesale seeds.

LONDON, ENGLAND.

LeMay & Co., C. W., w'sale, exp. & imp. fld. sds.

LOUISVILLE, KY.

Hardin, Hamilton & Lewman, field seeds.
Lewis & Chambers, field seeds.
Louisville Seed Co., clover and grasses.
Ross Seed Co., field seeds, exporters.
Wood, Stubbs & Co., seedsmen.

MACON, GA.

Georgia Seed Store, field and garden seeds.

MILWAUKEE, WIS.

Courteen Seed Co., field seeds.
Milwaukee Seed Co., wholesale seeds.

MINNEAPOLIS, MINN.

Northrup, King & Co., wholesale seeds.

NEW YORK, N. Y.

Radwaner, I. L., field & grass seeds, exp., imptrs.

PHILADELPHIA, PA.

Philadelphia Seed Co., Inc., The, whse. field sds.

TOLEDO, OHIO.

The Toledo Field Seed Co., clover, timothy.

ELEVATOR MACHINERY

GRAIN DRYERS—All sizes, **CRUSHERS**, **SHELLERS** and **MILLS** **CONVEYORS** and **ELEVATORS**, **CHAIN BELT** and **SPROCKET WHEELS**, **OAT MEAL** and **PEARLED BARLEY MACHINERY**, **HOMINY MILLS**

SEND FOR DESCRIPTIVE CATALOG OF WHAT YOU WANT

THE C. O. BARTLETT & SNOW CO.
CLEVELAND, OHIO, U. S. A.

TYPE REGISTERING

A
Double Count

Specify **RICHARDSON AUTOMATIC TYPE REGISTERING SCALE** for your new elevator. Don't say "Or Equal." There isn't any "Or Equal." Most of the **Reliable** elevator builders are glad to use **Richardson's**. It lessens their trouble.

A Limited Number of RICHARDSON AUTOMATIC TYPE REGISTERING SCALES

Will be Ready for Delivery in March
RICHARDSON SCALE CO.

CHICAGO

209 S. State St.

MINNEAPOLIS

413 S. 3rd St.

PASSAIC, N. J.

q If it's a **WAGON SCALE** you need, you had better see the **RICHARDSON SCALE CO.** Suspension Bearing. Railroad Track Scale Pattern. No check rods to bind. No balls to freeze up in winter.
SOLD ON FIVE YEAR GUARANTEE.

TYPE REGISTERING

A
Double Check

OMAHA, NEBR.
326 Grain Ex. Bldg.

WICHITA
KANSAS

PASSAIC, N. J.

If What You Want you see advertised, tell the advertiser. If Not--Tell the Journal

SEEDS FOR SALE—WANTED

SEEDS FOR SALE.

BLACKMAN & GRIFFIN CO., Ogden, Utah, sell Alfalfa and Clover Seeds. Write them.

SODAN GRASS SEED, one pound to a car load. Davidson Feed Store, Lubbock, Texas.

WRITE US for price on Millet, Cane, Feterita, Milo and Kaffir Seed. Sharp Bros. Healy, Kansas.

SEED CORN, hand picked, leading varieties, white or yellow, \$2.50-\$3 per bu. Write me your wants. Ed. S. Barry, Hardin, Ill.

FOR SALE—Superfine tested Perennial and Italian Ryegrasses Crested Dogstail. John Lytle & Sons, Ltd., Belfast, Ireland.

SWEET CLOVER SEED—White and biennial yellow. Large and small orders solicited from the trade. Bokhara Seed Co., Box 92, Falmouth, Ky.

SUDAN GRASS SEED, recleaned 1915 crop, high germination test. Write for prices and samples. Barkemeyer Grain & Seed Co., Great Falls, Mont.

SEED CORN—Our modern seed house is filled with the finest corn ever harvested. Four standard varieties. \$2 to \$2.50 per bu. If not satisfactory, we will return your money and pay freight both ways. Catalog free. Oaklawn Seed Farm, Box 22, Chatham, Ill.

COW PEAS and Soy Beans. We make a specialty of car lots and mixed cars. Let us quote you on your requirements for our fancy re-cleaned stock, put up in even weight bags.

RUSSELL-WALKER SEED CO.,
Memphis, Tenn.

SWEET CLOVER (biennial—

White and Yellow—hulled and unhulled)

Fancy Red Top
Orchard Grass
Kentucky Blue Grass
Tennessee Millet
Cow Peas
Soy Beans

Write for Samples and Prices Today

WOOD, STUBBS & CO.

(Incorporated)

SEEDSMEN

LOUISVILLE

KENTUCKY

SEEDS FOR SALE.

FOR SALE—Good seed corn, oats and barley. The dependable varieties. Samples on request. Allen Joslin, Holstein, Ia.

GERMAN MILLET. We have a limited supply of German Millet which we can now offer to the market. Correspondence solicited. D. H. Clark, Galt, Mo.

CLOVER SEED, Red Clover & Alsike. Any quantity, bag to car lots. Samples and prices on request. Wisconsin Seed & Fertilizer Co., Oshkosh, Wis.

I AM Headquarters for Cane Seed, Japanese Honey Drip and Crookneck Ribbon Cane, Seed Corn, Egyptian Wheat, Cotton Seed, Cow Peas, Burr Clover, Rhodes Grass, Johnson Grass, Bermuda Grass, Sudan Grass, Alfalfa, Feterita, German Millet, Japanese and Pearl Millet, Fancy Red Rust Proof Oats, Spanish Peanuts, etc. Ask for samples and prices.

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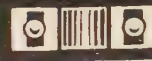
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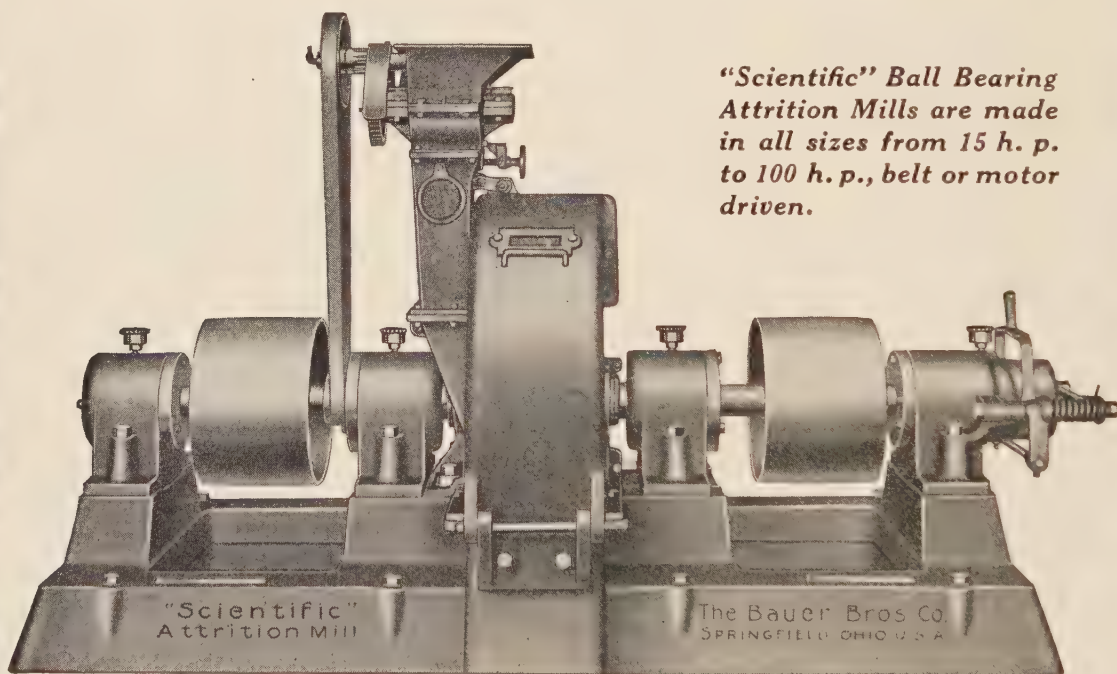
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SCIENTIFIC



GRAIN DEALERS JOURNAL

[Incorporated]

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THE ADVERTISING

value of The Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms catering to the grain trade, place your announcements in the Journal.

Advertisements of meritorious grain elevator machinery and supplies and of responsible firms who seek to serve grain dealers are solicited.

LETTERS

on subjects of interest to those engaged in the grain trade, news items, reports on crops, new grain firms, new grain elevators, contemplated improvements, grain receipts, shipments, and cars leaking grain in transit, are always welcome.

Entered at the Chicago, Ill., Post Office as Second-Class Matter Aug. 5, 1898.

CHICAGO, JANUARY 25, 1916

ADDING MOISTURE to grain was denounced in no uncertain terms at the recent meeting of the Council of Grain Exchanges, and steps were taken which are designed to discourage the watering of grain after it has reached the elevator.

ELEVATOR OWNERS who have any interest whatever in the reduction of fire hazards in their plants will study most carefully the statistics of grain elevator fires given on page 158 of this number, and after studying them, will study their own plants with a view to eliminating the known causes of fires so far as possible.

GREEN BUGS are reported from so many fields in the southwest that it seems certain the winter wheat crop will be materially reduced by this pest this season. Of course their enemies may devise new means of destroying them, but they must be taken into consideration in all crop computations for several months to come.

NEBRASKA grain elevator operators do not seem to take kindly to the licenses being issued by that state for conducting public grain warehouses. Last year but 59 were willing to pay \$2 a year for the privilege of storing the grain of different owners. It is unfortunate that the state did not fix the fee for storing grain in country elevators high enough to discourage this expensive practice.

FLAX STRAW in such enormous quantities, is wasted each year, the Government is now conducting experiments to determine the feasibility of using this waste material in the manufacture of paper and fibre board. If the price of linen fabrics continues to advance it might prove profitable to induce linen manufacturers to establish mills in this country and thus utilize our flax straw, which is now wasted.

CARS ARE becoming so scarce in some sections of the Southwest that dealers are piling grain on the ground. One shipper of northern Kansas who has 14,000 bushels of ear corn piled in the street has applied persistently to the Rock Island for relief without obtaining it. If all shippers would make specific written demands for cars on different railroad officials their needs would receive prompter attention.

CIRCULATORS of false reports and rumors, designed to affect the market values of grain, were denounced most vehemently at the recent meeting of the Council of Grain Exchanges, and steps will be taken by the Council to encourage all exchanges trading in grain for forward delivery to adopt rules to discourage the dissemination of false, or misleading information. In this most excellent work the Council will have the hearty support of the entire trade.

MOISTURE is such an important factor in determining the market value of corn it would seem to the advantage of all that the market quotations published in each center should carry with them indication as to the amount of moisture contained in the cars reported, in the hope of giving country buyers a clearer understanding of what they can afford to pay for corn of different moisture content, as is suggested by an Illinois correspondent in "Letters" of this number.

UNIFORM RULES for the entire trade are gradually approaching a reality and when uniformity is attained by the exchanges, and other trade associations, it will be a comparatively simple matter for dealers everywhere to understand exactly their own rights and the rights of others in each and every transaction. Many shippers are now held to be doing business subject to grain exchange rules of which they know nothing. Originally destination terms were supposed to include only weights and grades, but now the officials of some markets insist that this qualification makes a transaction subject to all of the rules of the market to which the grain is shipped. If this be so then the shipper should be given a copy of the rules and apprised of his liability under the contract. Otherwise differences, disputes and lawsuits, or arbitration are sure to result.

THE POMERENE B/L Bill, now known as S19, is expected to be reported favorably to the Senate shortly. It differs from the bill passed by the Senate last year in that Sections 2, 3 and 10 have been omitted, but otherwise the bill is the old bill. This bill provides for one of the best Bs/L the shippers of the country have ever had, and it is directly to their interests to work earnestly with their representatives in Congress to secure the early passage of S19.

EVIDENCE of grain laden cars having been leaking in transit is so frequently covered up by railroad repairmen, the time is at hand when all shippers should make a united demand for reports on the condition of their shipments upon arrival at destination, and also reports on any leakage which may have occurred in transit. If the railroads will play fair in this matter they will encourage all shippers to assume a fair attitude in their dealings with the carriers.

"FARMERS WAITING for higher prices" is a clause occurring with frequency in our department devoted to "Grain Movement." So long as they hold their grain on the farm it does not act as a bear influence on the market, but the minute they send it to the elevator, where it is in sight, ready for prompt shipment, it becomes a load on the market. Country elevator men will find it to their advantage to encourage all applicants for free storage to hold their grain on the farm.

THE INTERSTATE Commerce Commission began hearings on the proposed bill of lading revision in New York City yesterday, and a similar hearing at Chicago on Feb. 2 will be preceded by a conference of shippers in the hope of obtaining a number of changes in the present unfair bill of lading. Unless shippers of all classes of commodities exercise a more vigilant guardianship of their rights the railway attorneys will have them sign away everything when they get a bill of lading.

THE UNLOADING weights at destinations demanded by the Indiana Grain Dealers Association, in a resolution adopted at its recent meeting, is what the majority of shippers have long supposed they were receiving. But thru carelessness in the handling of some shipments to Philadelphia last fall the "blown," or cleaned weight was turned back to some shippers. This is in line with the practice of a Buffalo receiver who years ago saw fit to give up the grain business, after it had been discovered that he was having all oats shipments clipped liberally, loaded out, and certificate of out weight issued in duplicate so that one could be supplied to the shipper and the other to the eastern buyer. He did not deal in clippings.

THE KENTUCKY ass'n of feed manufacturers is studying the cost to members of manufacturing feed. This idea of figuring costs collectively is one which might to advantage be considered by other organizations. Even tho no two grain dealers would have exactly the same items to consider in arriving at the cost of handling per bushel, new enthusiasm would be given their interest in this vital question if it were taken up by state ass'ns in a more definite way, and this of itself would induce all dealers to give more thoughtful consideration to their own costs of handling grain.

FOURTEEN FIRES within the last two weeks have destroyed grain elevator property valued at \$275,000, nearly all of which might have been saved had certain hazards been corrected. Overheated stoves are responsible for four of the 14 fires, the loss charged to this cause totaling \$63,000. The balance is attributed to tramps, locomotive sparks, spontaneous combustion in the engine room, and the explosion of a gasoline lamp. It is gratifying to note the greater effort to determine the cause of each fire, making it possible to prevent the starting of other fires from the same causes.

CREDIT BUROS are being established by many of the grain exchanges for the benefit of their members in dealing with outsiders. While the shipper who uses shipper's order bills of lading is not likely to lose any large sum of money, still it would be to his great advantage to have the benefit of a credit buro with a view to gaining protection from unnecessary losses. By confining his operations to members of organized exchanges the shipper takes little chance of losing his grain, as the rules of every grain exchange are designed to protect the outside shipper as well as the member receiver of that exchange.

A SAFETY-FIRST exhibit will be held at Washington, D. C., the last week of February in which all governmental departments will make an effort to show what they are contributing to the safety-first movement. All state officials, in any way identified with this work, will also be invited to attend. In this connection it is of interest to note that railway casualty statistics for 1915 show that it holds the record for percentage of reduction in the number of accidents to employes and passengers. So many serious accidents are occurring in grain elevators in different parts of the country the need of the extension of a safety-first campaign to the grain elevator is emphasized by the news columns of each number of the Journal. Every elevator worker would rather join a safety-first movement than be killed or maimed, but sad to relate our news columns, each number, prove that many of them have failed to join the movement.

DAMP WHEAT of the last crop has forced heavy losses on many dealers who failed to take into consideration the possibility of the moisture evaporation. One, shipper at Owaneco, Ill., after handling 31,000 bushels had a cut off and was amazed to discover a shortage of 500 bushels. An Ohio miller, who has ground 1,000,000 bushels of new winter wheat, claims to have suffered a shrinkage of 14,000 bushels as the result of buying damp wheat. Many shippers are now buying another large installment of water and paying corn prices for it, when they could just as well go down to the creek or river and get all the water they want for nothing.

OVERBUILDING of grain handling facilities at any station is as much of a crime against the community and the grain growers who patronize that market as any ever perpetrated by the greediest taker of wide margins. The unnecessary elevator capacity is pure waste, a reflection on the intelligence of the man who provided the surplus and a crime against the men who invested their capital in an effort to supply facilities needed to afford a ready market for the surplus grain of the neighborhood. Overbuilding is one of the most expensive follies of the grain trade and some steps should be taken to check the practice.

UNGUARDED MOVING machinery in grain elevators is reported in this number of the Journal as responsible for seven casualties, while carelessness or ignorance on the part of employes caused four accidents, all serious. The elevator operator to avoid these injuries to himself and employes, and the incident loss to his bank account, must use every precaution to guard the machinery about the plant. In addition employes should be carefully instructed in the proper method of operating machinery and safety bulletins posted on a conspicuous bulletin board. Insurance Notes of this number contain instructions for obtaining the plans of one of these boards for merely the price of a stamp.

THE NARROWNESS of the Office of Markets & Rural Organization is again emphasized by a general statement from the annual reports of the Dept. of Agriculture, printed under date of Oct. 1st, and recently circulated. The Buro seems determined to ignore the rights and interests of everybody who is desirous of doing business direct, or upon their own account, but the minute the same individuals undertake to do anything in a co-operative way, the Buro is all anxiety for an opportunity to help perfect the marketing schemes. It is generally presumed that the Federal Government is working for the interests of all the people, but a perusal of the reports of this Buro will quickly relieve them of that heresy.

THE GREED of some railroads in the matter of rentals for elevator sites is becoming so pronounced as to force more and more country elevator men to buy ground for their elevators. In most cases this plan is much cheaper for the elevator owner and it also relieves him of any obligations to the railroad company. In case his elevator is set on fire by locomotive sparks he will not then have to wait forever to obtain reimbursement for his loss, as the claim agent instead of seeking to escape liability under the conditions of the lease offers settlement for the damage done. Most of the leases for elevator sites on railroad right of way now offered elevator owners contain so many objectionable conditions the wonder is that any of them are accepted.

GRAIN SHIPPERS who believe that four months is a reasonable time within which to file claim for loss, damage, or overcharge in freight with carriers, should not overlook the fact that many of their brother shippers have been denied any consideration of just claims which they were not able to discover until after the four months had elapsed. This period is unreasonably short. The shipping public should unite and demand at least a year within which claims can be filed. The railroads have an unlimited time within which they can bring suit to collect claims for undercharge in freight. Why the carriers are entitled to more time than the shippers in which claims can be legally filed has not been made clear except that the railroad attorneys seem to have had more influence in the drafting of the present B/L. The shippers of the land are in need of more active co-operation in the promotion and defense of their own interests.

FOR MANY YEARS it has been the practice of the trunk lines competing with the lake transportation lines to have two sets of rates, summer and winter. In other words, the railroads have made low rates on shipments to the seaboard during the season of navigation, but when ice closed the inland seas and they were able to get freight without meeting the competition of lake transportation companies, they have advanced their rates. Somebody has become convinced that if the railroads can afford to carry freight at the summer rates during the season of navigation, then they can afford to do it throughout the year, and an amendment to the Interstate Commerce Law is now pending in Congress which will require railroads making competitive rates at one season of the year to maintain those rates throughout the year. Shippers who believe such regulation to be reasonable should tell their representatives in Congress about it, and help to secure the enactment of the needed amendment.

Natural Shrinkage Case Reopened.

Grain shippers everywhere will be pleased to learn that the Interstate Commerce Commission has reopened the case of the A. B. Crouch Grain Co., vs. A. T. & S. F. R. R. Co. The decision of the commission, which was published on page 692 of the Grain Dealers Journal for Nov. 10th, 1915, suggested the idea that more facts were needed by the commission to consider properly the natural shrinkage problem, in fact the commission said the rule of the southwestern lines, which was assailed, was not shown to be unreasonable, therefore the complaint was dismissed. The case has now been reopened, and the commission has given until Mar. 1st for the filing of briefs.

The rule effects such a large number of shippers in different parts of the country, it seems unfair that their interests should hinge on the success of one shipper in convincing the commission of the unreasonableness of the rule. The case involves the legality of the rule of the Santa Fe, providing for deductions from claims for the loss of grain in transit, to allow for natural shrinkage. It has been pointed out repeatedly that any rule fixing the exact amount to be deducted, to allow for natural shrinkage would be unjust and unreasonable, and would lead to the taking of shippers' property without due process of law.

In view of the reopening of this case, the addresses on "Natural Shrinkage" and "Discrepancies in the Weights of Grain" delivered at the Chicago meeting of the Council of Grain Exchanges last week are of timely interest and each merits close reading by every grain shipper. Those accustomed to handling grain know full well that damp grain or any grain immediately after harvest will shrink more than at any other time of the year, because it contains more moisture. A few months after harvest, however, the shrinkage each month is very small, and oftentimes the grain takes on moisture, instead of giving it off, depending on the atmospheric conditions. It is not necessary to send grain to the seaboard or across the ocean in order that it should take on moisture. It will absorb the moisture from the air in any section, if the atmosphere is overlaid with moisture. The distance the grain is shipped, the time it is in transit and the temperature of the atmosphere during the time the grain is in the box car, all have influential bearing on the percentage of shrinkage which is possible.

It is impracticable to attempt to determine the shrinkage on all lots of grain by rule. The grain of some crops will not shrink at all, while of others it is sure to shrink materially. Too many factors which exert a varying influence in different years must be taken into consideration to

make it practicable to establish any reasonable rule for making deductions from shortage claims. Each shipment must stand on its own bottom if the interests of the shipper are to be fairly treated. The enforcement of the natural shrinkage rule devised by the railroads would result in the taking of much property unfairly, and without due compensation, and even though the Interstate Commerce Commission does see fit to uphold the rule, the grain shippers will eventually recover their property.

THE NET EARNINGS of 78 carriers for November showed the tremendous average per mile of \$542 compared with \$294 for the same month last year. This increase is not confined to the eastern roads, recently granted increased rates, but includes practically all of the western roads, which are still pleading for an advance in grain rates of 5 per cent. It is significant that just at this time reports are numerous from many sections of gross inefficiency in furnishing cars. Four reports in this number indicate that grain dealers are forced to refuse grain from farmers or dump it on the ground in the open. It might be well, therefore, if the carriers would spend a little of the big surplus accumulated during the last year for much needed rolling stock.

THE CARLOAD minimums for grain recommended to the railroads in the C. F. A. territory by a committee supposed to represent all the shipping interests, has been turned down, notwithstanding the carload minimums as applied to oats could not be complied with one year in four. The railroad men seem to be prompted solely by their own wishes as to the amount of grain which should be entitled to the carload rate of freight, and they seem unwilling to give any serious consideration whatever to the rights of the small interior shipper and the small interior retailer, who have not mechanical facilities to handle the larger cars, nor capital sufficient to finance a grain business involving such large purchases. If the eastern lines are in earnest in their desire to keep their rolling stock occupied a greater percentage of the time, then they should provide larger grain storage facilities and faster handling facilities at seaboard and eastern distributing markets. If shippers are to be required to load cars so heavily, it will take more time at the initial point to load, and much more time at the point of destination to unload, because many of the cars will be loaded so heavily that it will be utterly impossible to draw an average sample hence the inspectors cannot grade it, until it is unloaded at the elevator, and then some of it will be given special binning and tie up storage room of far greater value than the big cars.

The Matter with the Grain Business.

If anyone thinks the country grain dealer has smooth sailing all the time, he should attend a meeting of shippers in any of the states and ask "What is the matter with the grain business." Every country elevator operator recognizes that conditions are not right for conducting a grain business at a living profit, yet there is a wide difference among the elevator operators themselves as to what trade abuse is the most to blame for the disappearance of the grain dealers profits.

The farm implement dealers are promoting a movement in the interests of prompt payment for all farm implements, so it may be that the farmers will be called upon to use the money advanced to them by the grain dealer in payment for crops not yet planted, to pay for farm implements. For many years champions of better conditions in the grain trade have bitterly denounced the long established practice of advancing money to farmers without interest. Country elevator men persist in continuing the expensive practice, notwithstanding the banker insists that they are infringing on his business.

Verbal contracts for a stipulated amount of grain were bad enough, but in some sections of the country the grain dealers have gone one step farther and are now contracting for grain by the acre, even before it is planted. Such transactions at best are wild bets and in most cases terminate disadvantageously to the elevator man. If country buyers are unable to resist the temptation to buy grain for delivery many months hence, they should in fairness, to their own business, buy by the bushel and place their contracts in writing.

The president of the Indiana Grain Dealers Ass'n last week implored the dealers of the state to refrain from buying grain from farmers until it was ready to be marketed. If all contracts with the farmer were placed in writing and enforced, less grain would be offered for sale in advance of its hauling to town. Frequently it has been pointed out most emphatically that grain dealers lost far more than they gained by longer tolerating this old time practice.

Many dealers have resolved time and again to discontinue advancing money, giving free storage and buying by the acre, but competition quickly destroys their resolution and the same old abuses are soon rife in their district. The dealers recognize that they lose heavily by continuing these old time practices, but they simply haven't backbone enough to rise up in their wrath and demand that their business break its fetters and adopt new and improved methods.

Letters

[Here is the grain dealers' forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

Wants Doors in Roofs of Cars.

Grain Dealers Journal: We have all kinds of laws, pure food and sanitary. Why not force railroads to cut doors in top of grain cars so a man will not be compelled to get into these cars and shovel grain and swallow about 5 pounds of dirt every time he loads a car?—Percey Reed, Ada, Kan.

The % of Moisture Shud Accompany Quotations.

Grain Dealers Journal: What can be done to induce the Daily Trade Bulletin to publish with its reports of sales of sample grade corn the percentage of moisture which the corn sold carries. It seems to me that to get the greatest information from the quotations, the country buyer should know how such prices were arrived at, as nearly all buyers have moisture testers and are familiar with the new rules of grading. But how is that going to help you buy if you don't know the stuff is selling in the central market? It will also prevent any injustice where this kind of corn is applied on a sale at the supposed market difference, where sale is made of a higher grade. The Peoria market publishes the percentage of moisture and we should have the same thing at Chicago to compare price for grade.—Mineral Grain Co., C. A. Cole, Mgr., Mineral, Ill.

Temporary Cribs for Corn.

The Grain Dealers Journal: The inability of railroads to furnish cars at Roselm, O., has caused much inconvenience to wud-be corn shippers, and the accompanying illustration shows our method of temporarily housing 10,000 bus. of ear corn. At present this corn is all uncovered and in the best of condition, but in the event of rain or snow it would be necessary to cover each of the 17 cribs. We shelled out a carload of this corn at our Roselm elevator on Jan. 17 and will ship the balance as soon as cars are obtainable.—L. C. Allinger, Delphos P. O., O.



Corn Cribbed in the Open at Roselm, O.

Favor Trading in Thousand Bushel Lots.

Grain Dealers Journal: We favor future trading in small lots. The careful interior buyer hedges his purchases by sales to correspond with them and he need take no chance by being forced to sell five, when one, two or three would even him up. The primary object of interior future selling was to give protection to purchasers and there is no reason why one thousand bushel lots should not be dealt in if that insures the dealer. Yours very truly, A. Gassaway, Sec., Produce Exchange, Toledo, O.

Kansas Inspection Profits the State.

Grain Dealers Journal: The Topeka Capital of Jan. 22 contains an article showing the amount of money collected by the Kansas Inspection Dep't, the amount expended and the balance on hand Jan. 1. The present chief grain inspector, Geo. B. Ross, last year returned to the coffers of the state \$15,000 of the money collected, and has now more than \$33,000 cash on hand with which he intends to further enrich the state. With another year to go before the legislature meets again, Mr. Ross will undoubtedly have \$50,000 or more to turn over to the Treasury Dep't when the time comes. The present rate is 15c higher per car than the rate charged by the Kansas City Board of Trade at the time it maintained a dep't for the inspection of grain.

Just why all of the surplus mentioned is being turned into the state treasury instead of being returned to the shippers in the form of a lower fee is not quite apparent. The law is most specific in the matter, Section 4, Chapter 229, Session Laws of 1915, authorizing the chief grain inspector to reduce the fee when, in his judgment, the lower fee shall pay the running expense of the dep't. The law reads:

That the fees for services of the officers of the department shall not exceed the following, but may be reduced by the chief grain inspector when in his judgment such reduced fees shall pay the running expenses of this department; for inspecting or sampling each carload, 65c; for inspecting or reinspectng each wagon or cart load, 10c; fees for weighing in or out of elevators or warehouses, per car, 50c; duplicate certificate, ordered after service is performed, 10c; moisture tests, 25c; extra samples, 25c.

Mr. Ross was formerly a member of the lower house from Rice County, and when appointed to the Com'ite on Agriculture, had this bill framed, it later becoming a law. It therefore appears that he is now playing politics, otherwise why should the shipper of grain be taxed above the actual cost of the service performed? An undesired service has been

24"		
BIN	CONTENTS	FULL
1	Oats	
2	Barley	F
3	Wheat	F
4	Wheat	
5	Corn	F
6	Loading to	Car
7	Yel. Corn	
8	Rye	

Blackboard Showing Contents of Elevator Bins.

forced upon the shippers of the state for purely revenue purposes, despite the statement in the section of the law quoted.—One of the Shippers.

Farmers Satisfied by Uniform Application of Grades.

Grain Dealers Journal: We think we are perfectly safe in saying that fully 90% of the members of our Miami Valley Grain Dealers Ass'n are buying grain nearer on a basis of its proper value than they have ever done before, and with the co-operation of the farmers, as the result of our meetings, it is much less difficult to satisfy the farmers, as the grades are being more uniformly applied than is possible to do without organization and system.

We are still hopeful of further advancement in the good work that our Ass'n has just recently undertaken.—E. T. Custenborder & Co., Sidney, O.

A Blackboard Bin Register.

Grain Dealers Journal: The difficulty of knowing what is contained in each grain elevator bin, without referring to the books, is known to every country operator, but this is especially burdensome when more than one man does the receiving or shipping. I recently found a simple, tho efficient solution to the difficulty in the quickly made blackboard shown herewith.

This blackboard may be made in lengths to accommodate the number of bins in an elevator, of two 12-inch boards, one of which has been ripped down the center to form 6-inch widths. This eliminates writing across a crack in the finished blackboard. The 12-inch board is set between the two smaller boards and nailed together with 24-inch strips on the reverse side. A small can of black paint, and an ounce or two of white, are the only other requirements.

The black paint must not be glossy, and two coats should be given the boards. When this is dry the blackboard is divided with the white, into spaces as shown, one for each bin in the house. When the whole has dried, and been nailed securely to a light and conspicuous position on one of the walls, it is a simple matter to keep accurate account of each bin's contents, both as to the kind of grain and the quantity. As the bins are filled the letter "F" in the "Full" column indicates which bins will hold no more, and until they are filled

the contents are noted in chalked figures, either by pounds or bushels. When a bin is emptied the man loading the car erases the blackboard record for that bin.—James Pearson, agt., Shannon Grain Co., Moorefield, Neb.

Divided on Trading in Small Lots

Grain Dealers Journal: In discussing the trading in lots of less than 5,000 bus. I find that many of our traders are favor-



Louis Mueller, Peoria, Ill., elected Pres. Board of Trade.

ably inclined toward same, while on the other hand a goodly number do not encourage such business.

I give you herewith the opinions of a number of our members, both for and against trading in less than 5,000 bushel lots, which I believe will give you an expression of opinion how our members view same.

"We are willing to execute small lots. We believe such trading an opportunity to hedge against car lot purchases in the country, and we believe this character of trading should be encouraged by commission houses here."

"We believe that this character of trading would afford small country cash grain dealers an opportunity to hedge purchases, but believe such trade would have to be educated to the opportunity, because heretofore hedging against cash purchases has not been done in anything less than 5,000 bushel lots."

"I believe it an opportunity for the cash buyer to hedge against small purchases, where now he is unable to do so unless he trades in the contract quantity. I believe, too, that if there was a general movement by our commission houses to solicit such business sufficient volume could be brought here to make it worth while."

"Our market is not broad enough to trade in small quantities advantageously to either buyer or seller. On previous occasions trading in small lots was given every consideration, and after giving it a fair trial it proved of not sufficient interest to make that character of trading a success. Competition of private wire service and satisfactory executions of such ordered elsewhere was more than our market could compete with."

"Several attempts have been made to start trading in small lots, but these efforts were not successful in this market. We see an advantage in this character of trading, as it frequently happens that a dealer who has one or two cars that he wishes to hedge against would thereby have the opportunity. The demand for trade, however, in small lots in this market has not been of sufficient volume to make a satisfactory market for traders."

"Do not feel that such trade should be encouraged, and are not in favor of it."

"Experiments in the matter of small lot trading has shown how unsatisfactory such trading would be in execution of orders. The limited volume of business would make it hard to get either in or out, and I do not feel that sufficient volume can be brought to make this market on small lot business a satisfactory one to trade in."

"I do not believe that the small lot order business should be encouraged, because I do not think enough of such business can

be brought here to give satisfactory executions."

"Do not favor the encouragement of such trade to this market, because of past experiments made in that line."

Several attempts have been made to start this trading, but it has not met with success. The traders are generally of the theory that it will be a help to the market, as it encourages small traders to become interested in our market and in that manner advertises it. But as it costs as much and requires the same book-keeping as 5,000 bus. the firms have not encouraged this trading.—Yours very truly, Eugene Smith, sec'y Merchants Exchange, St. Louis, Mo.

Railroad Weight Plan Originated by Grain Man.

Grain Dealers Journal: As considerable is being said now about the so-called "Oklahoma Plan" of scale inspection and it seems to be gaining ground in Kansas, it is only fair that credit for devising the arrangement should be placed where it belongs.

As a railroad man I am pleased to give credit to a grain dealer for having devised this mutually satisfactory solution of a vexed question, Mr. H. B. Dorsey, of Fort Worth, Tex., for it was he who originated the idea and went before the general managers ass'n of railroad officials at that city with the suggestion that the Texas Grain Dealers Ass'n could pass on the competency, integrity and ability of the railroad companies' scale inspectors, and if found competent appoint such inspectors the joint inspectors for both the railroads and the grain shippers.

This was in the spring of 1914, and it was not until a year later, that Mr. Dorsey's plan, since called the "Oklahoma Plan" was adopted in response to a demand by the shippers of Oklahoma for better weights.—M. F.

WE HAVE filled positions very satisfactorily thru advertisement in the Grain Dealers Journal.—Kemper Grain Co., Kansas City, Mo.

Condition of 1915 Corn Crop.

The United States Dep't of Agriculture recently made a special investigation concerning the extent of injury to the present corn crop. An effort was made to determine how much of the corn, in the 10 states comprising the corn belt, was fit for seed and what percentage of the whole was lost thru frost.

North Dakota was found to have matured only 8% of its crop, compared with 60% in a usual year; South Dakota, 26% compared with 84%; Wisconsin and Minnesota, 10% compared with more than 80%, and Iowa 25% compared with a customary 88%. The average of matured corn for the 10 states is 51% compared with 91%.

Only 66% of the corn in the 10 states was found fit for husking, compared with 92% in a normal year, and 29% was fit for seed, compared with 60%. The loss to the yield from frost damage was 24% compared with the usual loss of 5%, while the loss to quality from the same cause was 36%, compared with 5%.

This loss to the 10 states, however, is not indicated correctly by the figures, as to them must be added the serious loss in the feeding value of the corn harvested. Some feeders have reported to the Dep't that the feeding value of the corn this year is less than half the value of sound corn.

Leaking in Transit

Grain dealers can help brother sufferers in the collection of claims for loss by reporting to Grain Dealers Journal, Chicago, for free publication, the initials, number, place, date and condition of cars seen leaking grain in transit.

Recently we have received reports of the following leaking or bad order cars:

S. P. 82348 passed thru Delavan, Ill., Jan. 22, northbound, on C. & A. Ry., leaking yellow corn thru loose sheathing on one side and also thru and over grain door.—Wayne Bros. Grain Co.

Penn. 526419 passed thru Bordulac, N. D., Jan. 21, eastbound, leaking wheat from side, half way between door and end.—O. R. Beckley, mgr. E. A. Roach Grain Co.

Nor. Pac. 25424 was set out at Dwight, Ill., Jan. 14, leaking yellow corn. Corn transferred at this point.—Boston & McClelland.

N. P. 35250 was sidetracked at Antwerp, O., for repairs Jan. 13. Had broken drawbar and was leaking wheat at door, side and drawbar.—J. L. Doering, supt. Peoples Elevator Co.

S. P. 36195 passed thru Colfax, Ind., Jan. 11, loaded with corn. One door was partly open and rain was beating; latch broken. We closed door and nailed cleat behind it.—Chas. Tegarden, of Lane & Tegarden.

P. R. R. 501803 passed thru Jefferson, Ia., Dec. 28, leaking shelled corn slightly.—D. Milligan Co.

C. & N. W. 85794 passed thru Jefferson, Ia., Dec. 28, leaking wheat very badly at doorpost. Think there was a leak of a bu. every 5 minutes. According to seal records car came from East End, Neb. Had seal No. 6021.—D. Milligan Co.

C. & E. I. 1265 passed thru Morganville, Kan., Dec. 27, in C. R. I. & P. 993, leaking corn badly on side near end.—R. E. Miller.

Coming Conventions.

Feb. 3.—Michigan Hay & Grain Ass'n at Saginaw, Mich.

Feb. 9-11.—Illinois Farmers Grain Dealers Ass'n at Bloomington.

Feb. 15-17.—Iowa Farmers Grain Dealers Ass'n at Des Moines, Ia.

Feb. 29, Mar. 1-2.—North Dakota Farmers Grain Dealers Ass'n at Grand Forks, N. D.

May 2, 3, 4.—Kansas Grain Dealers Ass'n at Kansas City, Mo.

May 9-10.—Illinois Grain Dealers Ass'n at Decatur, Ill.

July 11-13.—National Hay Ass'n at Cedar Point, O.

Our Callers

W. N. Williams, Newark, Ill.
G. M. Wakefield, Waterman, Ill.
J. A. McCreery, Mason City, Ill.
A. T. Ferrell, pres., A. T. Ferrell Co., Saginaw, Mich.
J. J. Fitzgerald, western mgr., Grain Dealers National Fire Ins. Co., Omaha, Neb.

Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

Can Shrinkage Be Recovered?

Grain Dealers Journal: During November we shipped four cars of buckwheat to a customer of ours in New York City. Due to congestion of freight there three of these cars were not delivered to the consignees until late this month. As the grain was held on track for over six weeks naturally some shrinkage would occur and consignees have filed claims with us for this shortage in weight. Can we file a claim with the railroad company for this shortage?—H. B. Low & Son, Orangeville, Pa.

Ans.: Dry grain does not lose weight when shipped from the interior to seaboard points where the atmosphere is damp, and the loss must have been due to leakage, for which the railroad company is responsible.

In making claim against the railroad company do not allege natural shrinkage, but state that the delay in transit gave opportunity for leakage or theft. This places the claim on the same basis as thou-

sands of others which are paid by the carriers.

If the grain was damp when loaded and naturally could be expected to lose a little weight by evaporation of moisture it would be difficult to recover, as the proximate cause of the difference in weight would be the dampness, not the delay in transit.

If the moisture test of the grain at time of loading and at time of unloading were known, it might disclose the fact that the shrinkage was not at all natural but certainly due to leakage or theft.

Record of Market Prices of Wheat?

Grain Dealers Journal: Where can I obtain a weekly or a daily report of the price of wheat for the last year or so, Minneapolis market preferred?—R. J. Roberts, Willow Creek, Mont.

Ans.: A daily record of the opening, high, low and closing price each day is shown for the Chicago market in the chart under the head "Chicago Futures" in each number of the Journal. High and low each day on contract wheat is published in the "Red Book," the issue for the past year being just off press, by Howard, Bartels & Co., Chicago. For Minneapolis, prices on wheat and other grains each day an annual is published by the Minneapolis Market Record.

Treatment of Oats for Smut?

Grain Dealers Journal: Can the Journal give us a good recipe for the treatment of seed oats for smut?—E. T. Custerbender & Co., Sidney, O.

Ans.: Put the oats in a sack and dip it in a solution of one pound of formaldehyde to 30 gallons of water; or, better, spread the oats on the barn floor or in a wagon box and thoroly dampen them by shoveling over and over. Cover for 12 hours with old sacks, carpets or tarpaulin, then spread out to dry. Drill in the seed as soon as dry. The drill, all sacks and the shovel should be disinfected. In seeding allow extra for the swelling of the oats. Seed oats so treated and not used can be fed to live stock.

India Wheat?

Grain Dealers Journal: Where can we get information regarding India wheat? We would like to procure a sample and learn something about the northerly climate in which it is grown.—Grain Growers B. C. Agency, New Westminster, B. C.

Ans.: I take it that the inquiry is concerning the Tartary buckwheat, duckwheat, or India wheat, which is grown to some extent in northern localities, such as Canada, Maine, and northern Asia, where it is considered as being harder than common forms.

This Tartary buckwheat or India wheat is distinguished from the common varieties (1) by its smaller greenish-white flowers on shorter pedicels and in smaller heads; (2) by its smaller leaves, which are arrow shaped; (3) by the more slender nature of the plant; and (4) by the grains, which are here smaller with slightly notched angles and dull, roughish, furrowed faces.—Clyde E. Leighty, agronomist in charge of eastern wheat investigations, U. S. Dept. of Agriculture, Washington, D. C.

Daily Closing Prices.

The closing prices for wheat and corn for May delivery at the following markets for the past two weeks have been as follows:

MAY WHEAT.													
	Jan. 10.	Jan. 11.	Jan. 12.	Jan. 13.	Jan. 14.	Jan. 15.	Jan. 17.	Jan. 18.	Jan. 19.	Jan. 20.	Jan. 21.	Jan. 22.	Jan. 24.
Chicago	124½	126½	128	128¼	127½	127½	128½	131½	130¼	129¾	132¼	132¾	133¾
Minneapolis ..	122½	124½	126½	126½	125½	126½	127½	130¾	129¾	128¾	131¾	131¾	131¾
Duluth	122½	124½	126½	126½	125½	126½	127½	130¾	129¾	129	132	132½	132½
St. Louis	120½	122½	124½	124½	123½	123½	124½	126¾	126	125	127½	127½	128¾
Kansas City ..	115½	117½	118½	.....	118½	118	119¾	122¼	121¼	120¼	122½	122½	123½
Milwaukee	124½	126½	128	128¼	127½	127½	128½	131¾	130¼	129¾	132¼	132¾	133¾
Toledo	132	133½	135	135½	134½	134½	136½	138¾	137¾	136¾	139¼	139¼	140¾
*Baltin ore	129½	131½	134½	135	134½	135	136	138½	138¾	137½	140	140¾	141¾
Winnipeg	120¼	120½	123½	123¾	123¾	124½	126	129¾	128½	128¾	130¾	131¼	132
MAY CORN.													
	Jan. 10.	Jan. 11.	Jan. 12.	Jan. 13.	Jan. 14.	Jan. 15.	Jan. 17.	Jan. 18.	Jan. 19.	Jan. 20.	Jan. 21.	Jan. 22.	Jan. 24.
Chicago	78	79¼	79½	80¼	79½	78½	79	79½	79½	78¼	79	78½	78¾
Kansas City	73½	74¾	75¼	.....	74¾	74½	74	75¼	74¾	74¾	74¾	74¼	74
St. Louis	76	77¼	77½	78½	77½	76¾	77½	77¾	77¾	76½	77¼	76½	76¼

*January delivery.

Where to Obtain Portable Grading Apparatus?

Grain Dealers Journal: Where can I obtain suitable apparatus for accurate grading of wheat, barley, rye and oats, to be carried by a traveling buyer of such grains? The apparatus would have to be light and convenient.—Arnold H. Bock, Grand Forks, N. D.

Ans.: A common test kettle such as used by all grain buyers to determine the weight per measured bushel would be useful; but the accurate grading of wheat and other grains is not done mechanically, but by the exercise of judgment born of long experience.

OF THE TOTAL United States corn crop for 1915, 42.9% is white, 42.6% is yellow, and the balance is mixed. The Bureau of Crop Estimates has found that the yellow corn predominates in the northern states while the white is confined chiefly to the south. In the central states 33.5% is white and 52.7% yellow.

Grain Exports Heavy.

A CARGO of 325,255 bus. oats and 79,300 bus. wheat cleared from Boston in the steamer Albert Hall Jan. 7 for London, one of the largest loads of the season.

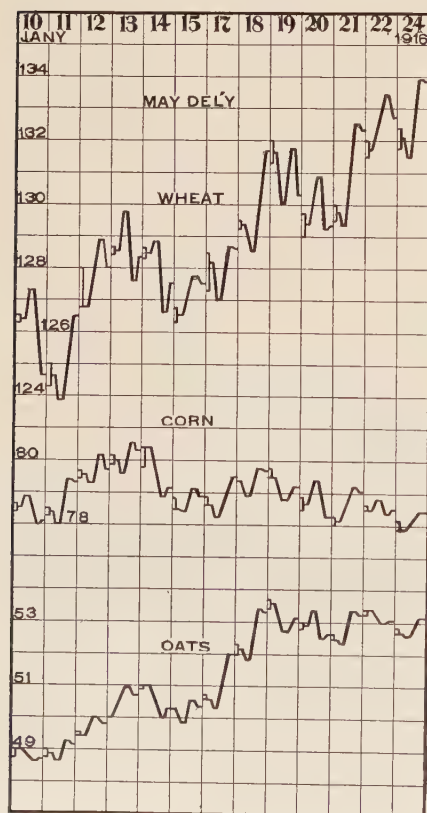
STEAMERS are leaving Portland, Me., daily with big cargoes of grain for England and the Continent. December exports from this port broke all records at 4,299,890 bus.

TWENTY-SIX STEAMERS cleared at Baltimore during the week ended Jan. 15 carrying 1,511,000 bus. wheat, 815,000 bus. corn, 357,000 bus. oats, 572,000 bus. rye and 1,027,000 bus. barley.

GRAIN EXPORTS to the continent of Europe will be vitally affected by the change which the British Government contemplates making in its blockade of Germany. The orders-in-council under which England has attempted to regulate all ocean traffic to Europe have been denounced by the American State Department as a mere "paper blockade," not sanctioned by international law, and have also been provocative of friction with the three Scandinavian countries. The British Government may go so far as to station warships outside of the German ports on the Baltic Sea, and if effective would relieve Sweden and Norway of the suspicion that they are selling grain to Germany, and should make trade easier between the Scandinavian countries and the United States. Denmark and Holland, having connection with Germany by land, present a more difficult problem, but as the Netherlands Overseas Trust has been safeguarding shipments to Holland, grain exports to that country may not be stopped.

Chicago Futures

High, low and closing quotations on wheat, corn and oats for May delivery at Chicago, for the last two weeks, are shown on the chart herewith:



A Fireproof One-Man Elevator.

The new elevator at St. Vrain, Colo., of the Farmers Milling & Elevator Co., of Longmont, was designed to meet the requirements of a conveniently arranged one-man house, and grain is received, weighed, cleaned or shipped as rapidly as in the modern frame constructed houses. While the present storage capacity is only 15,000 bus., the building is so arranged that additional storage may be built at any time, bringing the capacity up to 50,000 bus. if necessary.

Reinforced concrete has been used in the construction of the heavy foundation, engine room, and office, and the work floor and cupola floor are of the same material. The main building comprises four hoppers Perfection Metal Grain Tanks, each 12 feet in diameter and 30 feet high. A service tank, 9½ feet in

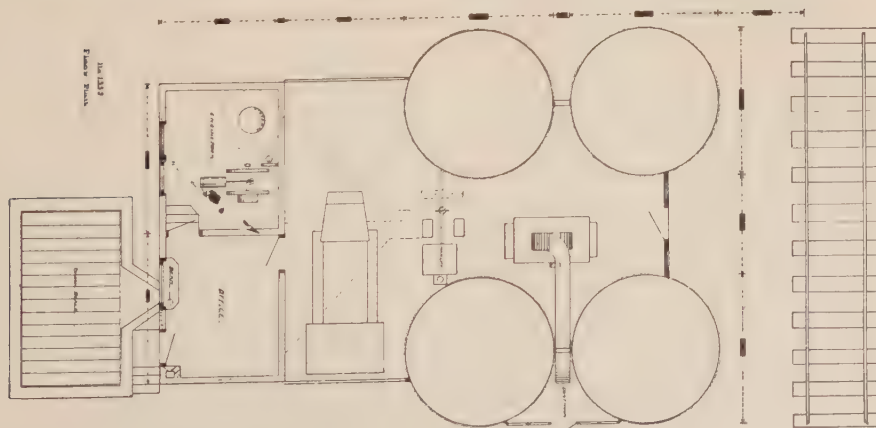
diameter and 20 feet high, is placed over the separator. This tank also is hoppers. From three concrete hoppers, one under the cleaner and the others under the dumps, the grain is run by gravity to the elevator boot.

The cupola, roof and all doors are made of structural steel, covered with heavy galvanized iron. Equipment consists of a 10 h. p. oil engine, 5-ton steel frame wagon scale, automatic scale of 1,000 bus. per hour capacity, Barnard & Leas Separator, Success All Steel Ball Bearing Manlift, Birchard Standard Elevator Boot with steel elevator leg, and a Birchard Distributor with steel spouting. Elevating capacity is 2,000 bus. per hour.

The elevator was designed and erected by G. H. Birchard, and the tanks were supplied by the Perfection Metal Products Co., being shipped in sections and erected at St. Vrain.



Metal Tank Elevator at St. Vrain, Colo.



Floor Plan of Metal Fireproof Elevator of Farmers Milling & Elevator Co. at St. Vrain, Colo.

Meeting of Washington Grain Trade.

The 10th annual meeting of the Washington Grain Shippers, Growers & Millers Ass'n was held at the State College, Pullman, on Jan. 4. The session was attended by hundreds of enthusiastic dealers and growers, and more than 100 enrolled for the short course at the college.

The Com'te on Grain Standardization, reporting to the meeting, recommended the eradication of poor varieties of all kinds of grain and an increase in the growing of Washington white wheats. It was also suggested by this com'te that the system of measure be changed from the bushel to the cental.

R. D. Jarboe, state grain inspector, defined the Moss Grain Grades Bill and urged its adoption as a means of standardizing grades of grain. L. M. Jeffers, Portland, Ore., of the United States Bureau of Grain Standardization asked the growers present to equip their threshing machines with screens or other methods to prevent foreign substances from entering the wheat.

The necessity of removing smut from wheat before delivering the grain to market was the subject of a talk by Sam Glasgow, Spokane, who spoke from the miller's point of view. It was brot out further, that some of this grain is exported. Most of the Washington wheat, he said, is sent to Europe, China, Japan and South Africa.

Diversified farming was said by F. W. Robinson, a railroad man, to be the solution of the present unimproved methods of farming. His company, the O. W. R. & N. Ry., has spent more than \$100,000 to encourage the introduction of improved methods on northwestern farms. The losses to the grain dealer thru improperly cleaned seed were discussed in a paper prepared by R. J. Stephens of Spokane. The cleaning should be done at the time of threshing, according to Mr. Stephens, who said that the lack of cleaning at that time is directly responsible for 81% of the discount made on the grain later.

Officers elected for 1916 were: A. L. Rogers, Waterville, Wash., pres.; J. W. Jordan, Lewiston, Ida., vice-pres.; Prof. E. G. Schafer, Pullman, sec'y, and J. M. Reid, Pullman, treas.

J. C. MOHLER, sec'y, Kansas State Board of Agriculture, is distributing an illustrated card, 12 by 9 inches, descriptive of Kansas and her agricultural and live stock products.

A RESOLUTION was passed at the recent convention of Canadian grain growers, held in Winnipeg, to place free wheat candidates in the field for the Dominion constituencies of Lisgar and Brandon.

MINNESOTA grain men on Jan. 13 sought an amendment of the proposed federal grain standardization bill, opposing the requirements regarding moisture in grain. It was said that wheat can safely be stored in Minnesota elevators or warehouses with as high as 15% moisture.

COMPARED with Jan. 1, 1915, animals on farms Jan. 1, 1916, showed the following changes in numbers: Horses decreased 29,000; mules increased 86,000; milch cows increased 726,000; other cattle increased 2,386,000; sheep decreased 794,000; swine increased 3,429,000, as reported by the Dept. of Agriculture.

Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

ARKANSAS.

Little Rock, Ark., Jan. 14.—Arkansas produced fairly good corn crop, at the same time almost fancy prices were secured for its cotton which caused many large planters to purchase stock to consume local feed rapidly.—Munn-Burrow Brokerage Co.

CANADA.

Ottawa, Ont., Jan. 20.—The principal grain crops of Canada in 1915 showed the most abundant yield in history of the dominion. The increased yield of wheat and oats was due to expansion of acreage by special effort as a result of the European war, as well as an exceptionally favorable season. Total yields in bus. for 1915, as compared with 1914, were as follows: wheat, 376,303,600, as against 161,280,000; oats, 520,103,000, as against 313,078,000; barley, 53,331,300, as against 36,201,000; rye, 2,394,100, as against 2,016,800; peas, 3,478,850, as against 3,362,500; beans, 723,400, as against 797,500; buckwheat, 7,865,900, as against 8,626,000; mixed grain, 17,523,100, as against 16,382,500, and corn for husking, 14,368,000, as against 13,924,000. The quality of crops was superior to 1914, and also to average of the last 5 years. In the northwest provinces of Manitoba, Saskatchewan and Alberta the production of wheat in 1915 is estimated at 342,948,000 bus., as compared with 140,958,000 bus. in 1914; oats, 334,840,600 bus., as against 150,843,000; barley, 35,317,200 bus., as against 19,535,000 bus.—Census & Statistics Office.

IDAHO.

Lewiston, Ida., Jan. 1.—Farmers in this territory were plowing up to Dec. 25; very cold for past few days; ground frozen too hard for plowing.—Peter Muench, district mgr. J. Alexander Co.

ILLINOIS.

Dongola, Ill., Jan. 12.—Wheat acreage 50% of normal.—Neibauer & Co.

Dongola, Ill., Jan. 12.—Wheat acreage 25% of normal.—W. J. Wright.

Champaign, Ill., Jan. 13.—Corn grading No. 4 or better.—J. A. Flanders.

Pana, Ill., Jan. 11.—Corn averaging 25 bus.; mostly grading Nos. 4 and 5.—M. R. Corbett.

Kankakee, Ill., Jan. 12.—Corn damp and immature; yield less than expected; light weight.—Mr. Rollins, of Risser-Rollins Co.

Cairo, Ill., Jan. 13.—Corn marketed here finest I have seen anywhere this season; tests 12 to 15% moisture; all grades No. 2 and is called St. Charles Red Cob White Corn.—G. J. S.

Kankakee, Ill., Jan. 12.—Corn has plenty of bulk; does not weigh out; excessive moisture; had only one car that graded better than sample and that graded No. 6.—Mr. Taylor, of Taylor Bros.

Springfield, Ill., Jan. 18.—Fully 80% of corn in northern Illinois is soft due to early frosts and heavy late rains which retarded ripening; only slight percentage in central part and practically none in southern Illinois is soft.—B. M. Davison, sec'y State Board of Agriculture.

INDIANA.

Terre Haute, Ind., Jan. 14.—Crop 50% of last year; 80% is wheat.—Sparks Mlg. Co.

Columbus, Ind., Jan. 20.—Corn not up to expectations; considerably damaged; wheat fair; lots of doubtful quality; acreage large; yield moderate.—Ben C. Thomas.

Columbus, Ind., Jan. 20.—Corn quality fair; about 25% wheat not fit for milling; no good oats in this section; none fit for seeding; musty and badly bleached.—J. P. Sohn, pres. Columbus Mlg. Co.

Bluffton, Ind., Jan. 11.—Corn very soft in this section; estimate about third is soft; buying sorted corn only; oats poor grade; color bad; some musty; much wheat not fit for milling; wheat acreage small account wet weather; not 60% of average acreage.—Frank Stafford.

IOWA.

Hubbard, Ia., Jan. 13.—Crop was poor.—B. P. Greenfield, mgr. Farmers Elvtr. Co.

Chester, Ia., Jan. 15.—Corn almost a failure; oats, barley, wheat and rye good.—Geo. Owens, agt. Hunting Elvtr. Co.

KANSAS.

Haddam, Kan., Jan. 11.—Wheat in this locality looking fine; ground wet.—Agt. Duff Grain Co.

Greenleaf, Kan., Jan. 17.—Wheat acreage about 60% of last year; outlook fair.—Greenleaf Elvtr. Co.

Clay Center, Kan., Jan. 15.—Growing wheat not in as good shape as last year account late sowing.—Snell Mill & Grain Co.

Zyba, Kan., Jan. 4.—Growing wheat shows a decided improvement since recent snowfall in this vicinity; plant small but in healthy condition.—K.

Wilson, Kan., Jan. 17.—Farmers report some damage from freezing where ground was dry and no snow protection.—B. F. Snider, mgr. Weber & Co.

KENTUCKY.

Owensboro, Ky., Jan. 18.—Good corn along river bottoms; nothing on hills; wheat off grade; yield fair but rains spoiled.—Chas. Broeker.

MICHIGAN.

Lansing, Mich., Jan. 7.—In this state 21 correspondents report wheat injury during December and 394 report no damage; 311 report ground covered with snow during month and 108 report the contrary.—Coleman C. Vaughan, sec'y of state.

MINNESOTA.

St. Peter, Minn., Jan. 12.—The 1915 corn crop was absolute failure in southern Minnesota.—E. C. Davis, sec'y-mgr. E. C. Davis Seed Co.

Olivia, Minn., Jan. 20.—Our soil in Ren-ville county has had rotation sufficient to warrant a bumper wheat crop upon at least 60% of all the tillable land.—J. W. Ployhart.

Wood Lake, Minn., Jan. 21.—Heavy snowfall today making it hard to handle shelled corn as it contains considerable moisture account so much snow which drifted into cribs.—Arthur O. Radke, agt. Pacific Elvtr. Co.

MISSOURI.

Jefferson, Mo., Jan. 7.—Corn good.—John W. Bruce.

Marston, Mo., Jan. 17.—Wheat and corn best quality; enlarged territory is opening up along the St. Louis & Memphis branch of the Frisco R. R., which is wonderfully productive; all of southeastern Missouri and northeast Arkansas is being rapidly brot under the plow; with the secure levees and system of drainage being developed the grain dealers will have this section to deal with very soon.—Seth S. Barnes.

NEBRASKA.

Rulo, Neb., Dec. 10.—Wheat acreage 50% of last year; looks fine; corn average 55 bus.; quality fine.—J. J. Shannon, agt. Central Granaries Co.

Blue Springs, Neb., Jan. 21.—Practically all corn marketable; nearly all will grade No. 3; wheat only fair quality; grading Nos. 3 and 4.—F. V. Cummins, mgr. Joe Windle.

Moorefield, Neb., Jan. 20.—Quality of corn in this western country is not always the best; grading No. 4 and No. 5 as a general rule.—James Pearson, lieutenant governor.

Arapahoe, Neb., Dec. 18.—Corn averaging 30 bus.; about 75% of it is merchantable; have only shipped one car No. 2 wheat of this crop.—C. S. Fuller, mgr. Farmers Grain Ass'n.

NORTH DAKOTA.

Grand Forks, N. D., Jan. 19.—About 90% wheat marketed in northeastern part of state after deducting reserve for seeding purposes; large yield of coarse grains supplies local feed demands; no demand for corn.—A.

OHIO.

Curtice, O., Jan. 20.—Corn fair quality.—H. E. Dehring.

Columbus, O., Jan. 1.—Wheat condition 85%; condition corn in crib 88%; condition corn in shock 85%; amount not yet husked 17%; amount that will be fed on farms 84%; compared with wheat condition 95%; condition corn in crib 96%; condition corn in shock 91%; amount not yet husked 13%; amount that will be fed on farms 80% for 1915.—State Board of Agriculture.

OKLAHOMA.

Nowata, Okla., Jan. 5.—Wheat acreage decreased 40%; corn and oats acreage will be increased.—W. A. Whitford Grain Co.

Muskogee, Okla., Jan. 18.—Had hard year trying to handle oats in this section; owing to so much rain they were badly stained and we lost money; have considerable corn and oats.—Muskogee Grain & Commission Co.

Kingston, Okla., Jan. 20.—Wheat acreage average; prospects good for crop if green bugs do not ruin us; good freezes afford some promise of their absence; will be large oats acreage this year.—Johnston Bros., formerly at Denton, Tex.

TEXAS.

Denison, Tex., Jan. 19.—Wheat looking well; acreage somewhat increased over last year.—W. J. Leeper.

Hubbard, Tex., Jan. 19.—Very little wheat sown here this year; not half as much as last year.—W. J. Jarvis.

Kaufman, Tex., Jan. 19.—Not much wheat planted; fall oats acreage large but think last freeze has killed.—A. Miles & Co.

Decatur, Tex., Jan. 18.—About 1% wheat acreage infested with green bugs; some fields will be planted in corn and cotton.—Lillard Mlg. Co.

Foard City, Tex., Jan. 20.—No green bugs in this immediate section; wheat acreage increased about 25%.—J. E. Atcheson, agt. Bell Grain Co.

Troy, Tex., Jan. 8.—Crop in most localities promises well but some reports of damage by green bug, mostly in northern part of state.—Maedgen Grain Co.

Crowell, Tex., Jan. 21.—No green bugs in the wheat in this part of state; acreage about same as last year; conditions bright for another good crop.—J. W. Allison.

Krum, Tex., Jan. 19.—Good many green bugs here; not much damage yet, however, too early by a month to tell what they will do; wheat acreage average.—S. P. Gose, Burrus Mill & Elvtr. Co.

Gunter, Tex., Jan. 20.—Wheat infested to very great extent with green bugs; no material damage done so far; acreage about normal; oats acreage will be reduced some account of "bug scare" and high priced cotton.—G. H. Snider.

Graham, Tex., Jan. 21.—Wheat in this section is being damaged considerably by green bugs; whether they will prove fatal or not is yet unknown; wheat and oats acreage about same as last year.—B. D. Loper, mgr. Graham Mill & Elvtr. Co.

Quanah, Tex., Jan. 19.—Wheat acreage increased 10% over last year; so far no complaint of green bugs; some complained too dry but now has been raining and snowing and with average seasons from now on yield ought to be good.—W. R. DuPuy.

WE LIKE the Grain Dealers Journal very much, and feel that we could hardly do business without it.—S. K. Stauffer, Stauffer, Cammack Grain Co., Columbus, Kan.

Grain Movement

Reports on the movement of grain from farm to country elevator and shipments from interior points are always welcome.

ILLINOIS.

Dongola, Ill., Jan. 12.—About 10% wheat still in farmers' hands.—W. J. Wright.

Dongola, Ill., Jan. 12.—The 1915 wheat crop is about all marketed.—Neibauer & Co.

Cairo, Ill., Jan. 13.—This market is enjoying unprecedented river business on corn.—S.

Dongola, Ill., Jan. 17.—This station shipped 2 cars wheat last year; will not have enuf for home use this year.—S.

Champaign, Ill., Jan. 13.—Expect good movement of grain in next few days; roads now in good shape.—J. A. Flinders.

Champaign, Ill., Jan. 13.—Corn movement slow; very little sold up to present time account unfavorable weather.—Dryer & Burt.

Chicago, Ill., Jan. 11.—A car of new white oats, the first from Montana on this crop, arrived today; graded No. 1; weighed 40½ lbs.; consigned to J. Rosenbaum Grain Co.

Chicago, Ill., Jan. 21.—Some wheat from Oregon has been bot to come to this market, the grain paying a freight rate of 60c per 100 lbs. New York wired that Pacific Coast wheat has been bot for direct shipment to the eastern seaboard.

The Chicago market is now drawing corn from Indiana, Ill. and Ohio; last year Chicago got part from Iowa and Nebraska, consequently high prices prevail in above mentioned 3 states.—W. B. O'Neil, of Indiana Distilling Co., Terre Haute, Ind.

Peoria, Ill., Jan. 3.—Receipts of grain for this market for December were 332,800 bus. of wheat, 3,314,650 bus. of corn, 770,500 bus. of oats, 60,000 bus. of rye and 301,700 bus. of barley compared with 214,000 bus. of wheat, 1,215,400 bus. of corn, 800,500 bus. of oats, 82,800 bus. of rye and 216,000 bus. of barley for 1914. Shipments were 495,300 bus. of wheat, 1,296,800 bus. of corn, 1,023,000 bus. of oats, 50,800 bus. of rye and 115,800 bus. of barley; compared with 135,000 bus. of wheat, 697,500 bus. of corn, 737,000 bus. of oats, 128,000 bus. of rye and 168,790 bus. of barley for 1914.—John R. Lofgren, sec'y Board of Trade.

INDIANA.

Bluffton, Ind., Jan. 11.—Large amount of oats to move; think there is good deal of wheat for sale; grain movement slow at present.—Frank Stafford.

Terre Haute, Ind., Jan. 14.—Farmers holding corn for 80c; lots more corn in storage than at this time last year.—W. B. O'Neil, of Indiana Distilling Co.

Evansville, Ind., Jan. 14.—Corn movement light at present owing to bad condition of country roads but it will open up soon; most corn still in farmers' hands and present price will be an incentive for them to turn loose as soon as conditions permit movement.—Wm. Merkle, mgr. National Hay & Grain Co.

Indianapolis, Ind., Jan. 3.—Receipts of grain at this market for December were 114,000 bus. of wheat, 2,503,000 bus. of corn, 418,000 bus. of oats and 12,000 bus. of rye; compared with 70,000 bus. of wheat, 1,468,000 bus. of corn, 164,000 bus. of oats and no rye for December, 1914. Shipments were 67,000 bus. of wheat, 973,000 bus. of corn, 340,000 bus. of oats and 8,000 bus. of rye; compared with 25,000 bus. of wheat, 493,000 bus. of corn, 102,000 bus. of oats and no rye for December, 1914.—W. H. Howard, sec'y Board of Trade.

Columbus, Ind., Jan. 20.—Farmers holding on to wheat.—Ben C. Thomas.

Columbus, Ind., Jan. 20.—Considerable wheat still in farmers' hands.—J. P. Sohn, pres. Columbus Mlg. Co.

IOWA.

Dunlap, Ia., Jan. 18.—No corn to market; will have to ship in oats to supply local demand.—M.

Macedonia, Ia., Jan. 22.—The small amount of wheat grown and corn all being fed has about put us out of grain business.—T. J. Young, sec'y-mgr. Mickelwait & Young Co.

Manilla, Ia., Jan. 15.—Not much grain being marketed since last fall business; corn being shipped in for feeders; some oats still in farmers' hands; holding tight account shortage of corn.—Manilla Mill Co.

Bloomfield, Ia., Jan. 7.—Not much grain moving this year; only shipped 3 cars of this year's wheat crop from this station; plenty of grain but being held too high; we are paying 40c for No. 4 oats to retail.—N. S. Johnson & Son.

KANSAS.

Haddam, Kan., Jan. 11.—Wheat threshing not finished; corn and wheat moving slowly.—Agt. Duff Grain Co.

Greenleaf, Kan., Jan. 17.—Grain movement rather slow; most farmers holding for more money.—Greenleaf Elvtr. Co.

Agenda, Kan., Jan. 19.—Corn piled on ground at elvtrs. here on account of inability to get cars.—A. Kaasch, Snell Mill & Grain Co.

Montezuma, Kan., Jan. 19.—Wheat about ⅔ out of farmers' hands; about 200 cars of wheat, 15 cars of barley and 4 cars of corn have been shipped from this station; all kinds of grain moving out fast.—M. J. Long, Morton Grain Co.

Clay Center, Kan., Jan. 15.—Farmers selling little grain; waiting for higher prices; elvtrs. in this vicinity are full account car shortage; about 12,000 bus. of ear corn is out in street near an elvtr. at neighboring town.—Snell Mill & Grain Co.

Wilson, Kan., Jan. 17.—Deliveries falling off; about 35% back in farmers' hands; cannot expect anything but meager and moderate deliveries during remainder of crop year; farmers seem satisfied with present price considering quality.—B. F. Snider, mgr. Weber & Co.

KENTUCKY.

Louisville, Ky., Jan. 17.—Big corn crop south of here; farmers still using; taking very little oats; we hope supply will soon run out and business pick up.—Zorn Grain Co.

Louisville, Ky., Jan. 17.—Looking for much greater activity in grain trade account commencing of operation of whisky distilleries; indications are that local southern crop is about consumed and that Louisville in next few weeks should enjoy normal conditions.—A. S. Schuff & Co.

Louisville, Ky., Jan. 3.—Receipts of grain at this market for December were 552,870 bus. of wheat, 55,400 bus. of rye, 459,100 bus. of oats, 588,800 bus. of corn, 129,300 bus. of barley, 52,800 bus. of malt and 947,390 lbs. of seeds; compared with 282,750 bus. of wheat, 26,540 bus. of rye, 339,700 bus. of oats, 275,615 bus. of corn, 122,200 bus. of barley, 28,900 bus. of malt and 341,825 lbs. of seeds for 1914. Shipments were 19,380 bus. of wheat, 30,100 bus. of rye, 316,175 bus. of oats, 164,915 bus. of corn, 5,000 bus. of barley, 61,200 bus. of malt and 441,650 lbs. of seeds; compared with 1,800 bus. of wheat, 23,395 bus. of rye, 464,270 bus. of oats, 226,850 bus. of corn, no barley, 31,425 bus. of malt and 193,815 bus. of seeds for 1914.—W. E. Morrow, sec'y Board of Trade.

MICHIGAN.

Lansing, Mich., Jan. 7.—Total number of bus. of wheat marketed in December at 70 flour mills, 74 elvtrs. and to grain dealers is 314,659 bus. The estimated total number of bus. of wheat marketed in the 5 months, August-December, was 4,500,000 bus.—Coleman C. Vaughan, sec'y of state.

MINNESOTA.

Wood Lake, Minn., Jan. 21.—Corn has not been moving until lately; prices ranging from 30c to 55c bu. according to moisture.—Arthur O. Radke, agt. Pacific Elvtr. Co.

Minneapolis, Minn., Jan. 3.—Receipts of grain at this market for December were 28,524,440 bus. of wheat, 685,000 bus. of corn, 5,998,840 bus. of oats, 7,359,940 bus. of barley, 1,090,830 bus. of rye and 1,113,210 bus. of flaxseed; compared with 12,533,250 bus. of wheat, 3,062,280 bus. of corn, 2,398,530 bus. of oats, 2,652,100 bus. of barley, 832,250 bus. of rye and 1,015,930 bus. of flaxseed for December, 1914. Shipments were 7,642,780 bus. of wheat, 302,420 bus. of corn, 5,122,720 bus. of oats, 6,720,170 bus. of barley, 794,900 bus. of rye and 169,410 bus. of flaxseed; compared with 2,679,610 bus. of wheat, 1,818,750 bus. of corn, 2,408,970 bus. of oats, 2,681,860 bus. of barley, 808,180 bus. of rye and 60,610 bus. of flaxseed for December, 1914.—Sec'y Chamber of Commerce.

NEBRASKA.

Blue Springs, Neb., Jan. 21.—About 60% corn still in farmers' hands; wheat 50% still on farms.—F. V. Cummins, mgr. Joe Windle.

Moorefield, Neb., Jan. 20.—Cars are very scarce thru this part of country and elvtrs. nearly all full of grain; farmers anxious to sell corn because so much is on the ground in piles or slat cribs which is not much better. In this western country corn crop is not so certain every year and corn cribs are not so much in evidence as where crop is almost sure. When western farmers have a corn crop they shuck it and shell in for market right from pile. Corn at 50c to 55c in this country is certainly a gold mine for grower.—James Pearson, lieutenant governor.

OHIO.

Curtice, O., Jan. 20.—Corn and oats moving freely.—H. E. Dehring.

OKLAHOMA.

Kingston, Okla., Jan. 20.—Wheat of last season's crop nearly all sold; only small amount held.—Johnston Bros., formerly at Denton, Tex.

Muskogee, Okla., Jan. 18.—We are shipping corn, oats, etc., every day but the farmer gets most of it; profit small.—Muskogee Grain & Commission Co.

TEXAS.

Hubbard, Tex., Jan. 19.—All wheat out of farmers' hands; none held by anyone.—W. J. Jarvis.

Crowell, Tex., Jan. 21.—Farmers selling freely; all will sell if market advances to \$1.25.—J. W. Allison.

Denison, Tex., Jan. 19.—Do not think there is much wheat or oats in farmers' hands.—W. J. Leeper.

Decatur, Tex.—About 15% wheat in farmers' hands; still holding for higher prices.—Lillard Mlg. Co.

Foard City, Tex., Jan. 20.—Farmers marketing medium or a little freely.—J. E. Atcheson, agt. Bell Grain Co.

Krum, Tex., Jan. 19.—Not over 5% of any kind of grain in farmers' hands.—S. P. Gose, Burrus Mill & Elvtr. Co.

Gunter, Tex., Jan. 20.—Farmers have sold practically all wheat; oats were held but are being sold at present prices.—G. H. Snider.

Graham, Tex., Jan. 21.—Very little wheat in farmers' hands; considerable per cent of oats still to be marketed.—B. D. Loper, mgr. Graham Mill & Elvtr. Co.

Amarillo, Tex., Jan. 19.—Have just received report from over Panhandle district which shows 20.3% wheat still in farmers' hands.—Allen Early, vice-pres., general mgr. Early Grain & Elvtr. Co.

Troy, Tex., Jan. 8.—Texas holders of grain are handicapped for lack of export facilities and are underselling Northern markets several cents per bu. It seldom occurs that this condition obtains here but the price will gradually adjust to Northern market as the surplus is shipped out and consumed.—Maedgen Grain Co.

Indiana Dealers in 15th Annual Convention

The 15th annual convention of the Indiana Grain Dealers Ass'n was held in the Assembly Room of the Indianapolis Board of Trade, Wednesday afternoon and Thursday morning, Jan. 19 and 20. The attendance was below normal, due to the extreme cold and snow prevailing thruout the state, train schedules in many instances being disregarded. The session was called to order by Pres. H. H. Deam of Bluffton promptly at 2:30.

Following invocation by the Rev. J. S. Ward of Indianapolis, Pres. Deam read his annual address. He said:

President's Address.

In planning this convention we tried so far as possible to avoid conflicting with the convention at Chicago. The grain dealer who never gets away from his elevator surroundings becomes a good deal like one of his machines. Let us all, when we return home, determine to establish in our business the many new ideas gathered here at the meeting.

The last six months have provided a good lesson for us. The outlook for a bumper crop was promising up to the time of harvest, when rains caused much of the grain to be off grade and unsalable. We were at sea as to the value of this grain, and in many instances paid too much for it, making enemies by trying to take it at its true value. In my section some paid 5 to 10c per bushel more than I could offer.

At the time I became your president, two years ago, I was ambitious to see our membership increased, but the increase has not been what I expected. The net gain in membership for the last year was only 28. We added 60 new members, but withdrawals numbered 32, some going out of business while other fell behind in their dues. We ought to add 100 new members in one year. The Grain Dealers Nat'l Ass'n has obtained excellent results with a booster com'ite, and I am sure that some organized effort on our part would also bring results. Not enough of us take an interest in this matter. If money were required our members would be willing to contribute liberally, so it is merely a matter of indifference, from which we should be aroused.

I am going to mention again one or two practices which are the source of some anxiety to many of us. One is the buying or selling of grain before it is ready for the market. Many dealers have found future contracts burdensome. It is the opinion of our more conservative members that the practice involves too much danger. We should not be speculators. Many phases of this subject could be discussed, but each man can determine for himself what should be done.

The subject of transportation, legislation and reinspection of grain at the terminal markets will be discussed at this meeting. Only two cases for arbitration have been submitted within the last year, so we are having but few business controversies.

The claim dep't of the ass'n has accomplished much for its patrons. The financial condition of the ass'n has never been better. The time was when it became necessary for a few to put up their money for the maintenance of the Ass'n, and we are glad to say that stage has been passed.

We are indebted to members of the Indianapolis Exchange for assistance in a financial way and for the entertainment provided for each of our meetings, and I think we are fortunate in being urged to make this our headquarters for each meeting.

I desire to express my appreciation to the Board of Managers for its splendid support during the last two years. Each member has been willing to leave his business and come to Indianapolis when necessary, and their counsel and advice has always been good. To our worthy sec'y we owe more than I am able to express. He has been always on the job, always impartial, the man of the hour. He has attended many local meetings, adjusting differences which might have caused trouble without his assistance.

Winfield Miller, former president of a local bank, and a man who has made a careful study of grain, followed Mr. Deam with a talk on the relation of grain to society and business. He said:

Grain, Society and Business.

No. 1 wheat, I am told, must be plump, sound, clean and sweet. Corn must have so much or so little moisture. But you are more familiar with these terms than I so if it is possible only to bring you to a realization of the dignity of your vocation I shall feel well repaid for speaking.

The United States leads the world in the production of iron, coal, cotton and hay, and runs a close second in gold and silver. The aggregate value of these is \$1,850,000,000 annually. The United States also leads in the production of wheat, corn and oats. Very conservatively the value of these three crops is \$2,800,000,000 annually. The growing and handling of grain, as shown by these figures, is therefore the compelling cause of all business in the United States and in the world.

The Government in the fall tells us how many acres are seeded to wheat. It watches the condition of the plant thruout the fall, winter and spring and then reports on the prospective yield. Similar reports are circulated on corn. We are interested in these reports. When they indicate big crops the railroads prepare for an increased business, transportation improves, orders are placed for steel rails, wholesale merchants increase their purchases and sales, collections are better, and we notice prosperity all around.

The question would arise formerly, when the prospects were good for a big yield of grain, "Will there be money enough to move it?" Sometimes there was, but often there was not. For 50 years we labored under the National banking law,

passed during the Civil War to unify currency. But that law failed in elasticity. There would be as much money in the country as ever, but we could not get at it to move the crops because it was all tied up in one or two sections. For this reason Congress, after 25 years of agitation, has passed the Federal Reserve Law, which will remedy the old law, by decentralizing the volume of surplus money. We hope that the new law will prove a solution to this question of moving the big crops, but we must not expect too much until it has been tried.

Pres. Deam next announced the appointment of the following com'tes:

Resolutions: Elmer Hutchinson, Arlington; Geo. L. Arnold, Bluffton, and Frank Montgomery, Indianapolis.

Nominations: J. M. Brafford, Indianapolis; Wm. Nading, Shelbyville; Bennett Taylor, Lafayette; A. E. Betts, Frankfort, and E. E. Elliott, Muncie.

Auditing: Frank Witt, Indianapolis; C. A. Ashpaugh, Frankfort, and W. Riemann, Shelbyville.

A. E. Reynolds, chairman, Legislative Com'ite, called attention to the many bills now before Congress which have a bearing on the grain trade. He said:

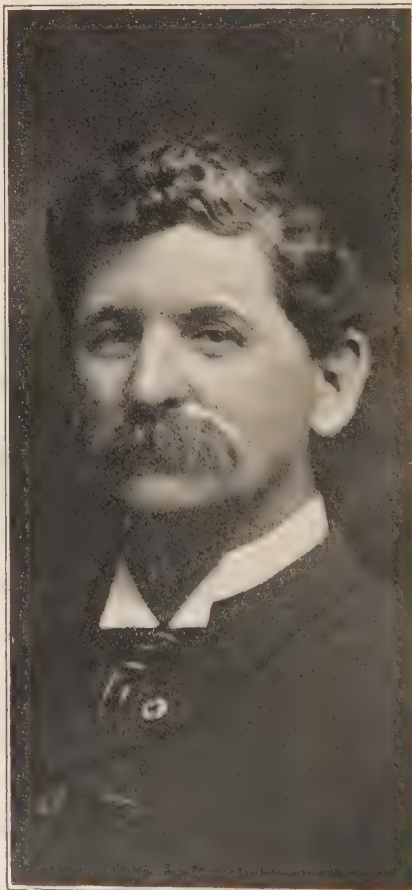
Report on Legislation

Legislation, the greatest factor in our lives, has come to the point where it controls every move of humanity. Of the great amount now proposed it is hard to single out those bills that would affect the grain business, which deals with the food supply of the country. Out of the great mass of legislation confronting us at this time the following bills stand out as of particular importance: The Pomerene Bill, amendments to the Interstate Commerce Act; The Warehousing Bill, and the Moss Grain Grades Act.

The Pomerene Bill proposes a legal statute for the B/L, providing for a law under which the rights of the shipper and carrier will be properly set forth and defined. Thru all of these years of railroading there has never been a single law on the federal statutes which touches on the legality of the B/L. Of all the grain business in the United States, 90% depends directly upon the B/L as a basis of credit upon which rests your business and mine. It enables us to ship to a man, whether we know him or not, with the assurance that we will get our money. It is hoped that the passage of the Pomerene Bill, in its present form, will create what we have long sought, a clean B/L, a contract in which every right of the shipper is set forth clearly.

The railroads should be forced to recognize the shipper's rights. With the law in force we could take a B/L calling for 60,000 lbs. of grain, for shipment from Indiana to New York, and obtain in New York 60,000 lbs. instead of 58,000 or 56,000 lbs., and an excuse for the difference. These are primarily the things we hope to accomplish with the Pomerene Bill, which next to the Moss Bill, is the biggest thing under consideration. The main reason it has not been passed is that we could not get it out of the House Com'ite, to which the Senate Com'ite has three times reported it favorably. Mr. Adamson, chairman of the House Com'ite, who was by profession a railroad attorney, conceived the idea that the bill contained some features objectionable to the railroad interests, citing sections 2, 3 and 10 of the old bill, which sections were also not wholly acceptable to the grain trade. These sections, he said, infringed on the rights of the Interstate Commerce Commission. In the new bill Mr. Pomerene has eliminated those three sections, so we believe that unless Mr. Adamson's imagination stirs up something else we will have smooth sailing, and I predict that when the bill becomes a law the benefits will be so great we will wonder how we got along with the old scrap of paper called a B/L, and with which it has been a matter of every fellow for himself.

The Interstate Commerce Law was passed in 1887 and since that time has baffled every court in the land, coming down to us as a legacy of misconception. But it is proposed by Senator Luke Lea to make a few amendments, and your Legislative Com'ite will co-operate in the endeavor to have these passed. It is proposed to amend the law so that a shipment from one state thru any part of another state and back into the first, or originating state, will come under the pur-



Chas. B. Riley, Indianapolis, Sec'y Indiana Grain Dealers Ass'n.

view of the Interstate Commerce Act. That is not a far fetched idea.

The second amendment will provide against a common carrier that has reduced a rate to meet a competitive condition, being allowed to advance that rate voluntarily when that condition has been removed. This refers to the summer rates on grain past lake ports to meet the cheap water rates during the summer and the subsequent advancing of the rates when the lakes are frozen. If the railroads can carry the grain for a certain rate at one time they can do so at others, and they should not be allowed to advance the rates as they see fit.

The third amendment would provide more adequate yard and elevator facilities at intermediate points, or points of collection of grain. This amendment involves the whole question of milling in transit.

Another amendment seeks to give evidence, brot out at Interstate Commerce Commission hearings, weight in courts. Heretofore, in the event of such hearing, the evidence produced has had no status in our courts, but it should be regarded as prima facie.

The next amendment proposed will provide for re-hearing in United States courts of any decision that the Interstate Commerce Commission may make. At present no negative ruling of the Interstate Commerce Commission can be reviewed. The amendment will make it possible to have a hearing on either an affirmative or negative decision.

The Warehousing Bill is the most ridiculous thing ever proposed. I believe they will pass some kind of a warehouse bill though it is absolutely uncalled for and will not gain a single thing for anyone, tho giving the politicians another great bugle to blow. In my opinion the Warehousing Bill will fail to meet any of the requirements claimed for it. There may be reasons for such a bill in the south, but we do not eat cotton. Its passage would create the greatest speculative monopoly ever known in the world, beside which the Standard Oil will pass into insignificance.

The Moss Bill gains for us everything that we will lack after the Pomerene Bill becomes a law. With the two we will gain everything we have a need for. Five years ago only a few felt that uniformity could be secured in the grading of grain. The exchanges of the country had 386 grades of oats ten years ago. How could shippers determine where to send a carload of oats under those conditions? We had 280 grades of wheat, 340 of corn and 160 for rye. Now we believe that corn can be graded the same in one part of the country as in another regardless of climatic conditions, and that the same grade can follow a shipment even across the ocean. The Moss Bill would create a law to recognize the established grades made by the Agricultural Dep't, applying them on all contracts sold by grade. It does not restrict selling by sample or private brand, but you could not call a shipment "Jones' No. 2", or some other No. 2, as that is a government grade. You could however call it by any other term than that of the Government.

Mr. Moss has now been transferred to the Com'te of Banks and Banking. He was formerly chairman of the sub com'te on Agriculture in the House, and by his transfer we felt the loss of a great friend. The bill has been languishing until today, and it is now proposed to push it out of the Com'te within the next four days. I have no doubt about the final passage of the bill upon a favorable report from the com'tes in the House and Senate. It is possible however, that its opponents, chief of which is Senator McCumber, may ask for public hearings before a special com'te, thus delaying the passage of the measure.

I believe we stand a good chance to pass the Moss and Pomerene Bills. The amendments to the Interstate Commerce Act will have hard sledding, but the Legislative Com'te of your Ass'n is co-operating with the National Com'te to direct legislation. We have accomplished a great deal of work which has prevented, I believe, legislation which would have seriously crippled the grain trade.

A stringent investigation has been started of the exchanges of the country by the Buro of Markets. It proposes to investigate all methods of handling grain and find the "rascals" wherever they operate. Eighteen months ago a resolution was passed in the House asking for an investigation of grain prices at Kansas City, setting forth that wheat was being sold by the farmer for a less price than it should be sold, on account of the combinations

that the grain trade fostered. From the report of the com'te making that investigation in the state of Kansas, emanates the proposition to investigate all exchanges. They did not find that every country elevator was operated by a thief.

First there was a proposition recommended to prohibit the sale of grain for future delivery. Then it was found that the prime factor in the low price paid Kansas farmers, was the fact that elevator men did not take advantage of the market and sell for future delivery. It was found that no excessive profits were made by country elevator operators—pretty good vindication. Now the investigators have changed their attitude considerably and believe the fault must be in the terminal markets. Two weeks ago they started to investigate Omaha and will continue throughout all the western and central markets.

We are hoping to carry on the campaign of legislative education to prevent the passage of bills which would be a detriment to the grain trade, stand ready to foster anything which looks toward a betterment of the business, and fear no investigation from any source which will give us an honest and truthful report.

Lee G. Metcalf, Illiopolis, Ill., pres., Grain Dealers National Ass'n, was asked to address the meeting and responded with a brief talk on the benefits of association and fraternal relationships. He told of the activities of Mr. Reynolds and his com'te, complimenting him upon the results obtained, and ended with a short summary of the purposes of the National body.

"Uncle" Joe McCord, sec'y of the Ohio dealers, brot greetings from the organization which he represents and promised support in any movement for the betterment of the trade.

C. W. Sims, pres., Indiana Millers ass'n, read an interesting paper on co-operation between millers and grain dealers. He said:



E. K. Shepperd, Indianapolis, Ind., Vice-Pres, Indiana Grain Dealers Ass'n.

How Can Grain Dealers and Millers Co-Operate?

I have belonged to the grain dealers' ass'n longer than I have to the millers, and am interested in the activities for the betterment of the grain trade. If there is a common ground for working jointly I am certainly for it and think you gentlemen are also.

Last summer we started a campaign to advertise Indiana flour. If we can get the active co-operation of the grain dealers we will make this campaign worth while. We do not want financial assistance, but we do crave your active support. Nearly all of you have a retail trade, and you sell flour. Sell Indiana flour. You do not have to sell flour from your neighboring mill, if you feel that by doing so you would be helping a competitor, but sell Indiana flour of some kind.

We are in earnest about this campaign and we are not going to spare any efforts to make it a success. We will not be able to spend millions of dollars, but if we get your co-operation and the co-operation of the people of Indiana we will have secured something money cannot buy.

Ex-pres. Jenkins of the Indiana Millers Ass'n also made a few remarks on the business, outlining his career as a miller. Just a few years ago Mr. Jenkins was a high salaried employe of the Government, but awoke suddenly to find himself out of a job. How he got back on his feet thru the purchase of a little 40 barrel mill contained a lesson for everyone present.

Communications from absent members were read by Sec'y Riley, after which Bert A. Boyd of Indianapolis, treasurer of the Ass'n, presented a controversy for a number of his shippers. He said:

No personal feeling has been injected into this presentation, and I will mention no names. I have never entered a protest against the custom of any other market and was careful to notify the people in the Philadelphia market that this matter would be brot up at this time, inviting them to be present.

I shipped five cars of oats, for five Indiana shippers, to Philadelphia, Indianapolis inspection. The sale was made on the basis of the grain just as it was so the shippers were justified in expecting settlement on the basis of the original weight. The cars were shipped last August, but it was three months before I could get returns of any kind. I insisted that weights be given, and the first certificates of weights bore the notation "After turning." The oats arrived out of condition.

Later another memorandum of weight was issued bearing the notation "Blown." A recent communication states that the weights on these second certificates, which show considerably more oats than the first, are the weights after blowing. What then would be the weights shown on the first certificates? As yet I have been unable to obtain the original unloading in weight. As an example of all cars I will say that on Aug. 27 I shipped car 3088. The records show that on Sept. 4 it was unloaded at Philadelphia. On Nov. 29, three months later, I received the first returns, and on Dec. 6 received corrected returns for the same car. The first weight certificate showed 63,380 lbs., "after turning." I refused to accept that settlement and their subsequent correction showed 66,480 lbs., with the explanation that the new weight was what remained after blowing. I received a credit of 96 bushels. Is it fair to a shipper passing grain thru Indianapolis on the basis of western inspection to have the weight reduced by reason of cleaning down there? This ass'n should enter a protest against that manner of handling our shipments. The original unloading weight into the eleva-

tor should be given so we could determine whether there was a loss in transit.

Pres. Deam: This matter should have the consideration of our ass'n, and will be referred to the Resolutions Com'ite.

Meeting adjourned to reconvene at 9:30 o'clock the following morning.

Entertainment.

The local talent of which Indianapolis is justly proud, and which the grain trade had come to regard as a fixed part in the entertainment features of Indianapolis conventions, was noticeably absent. Instead the visiting dealers were given a theater party at a local vaudeville house where an excellent program was reproduced. According to custom "Eddie" Sheppard was master of ceremonies and between nursing a severe cold and trying to accommodate all with front row seats, he was continually on the jump.

Smaller entertainments were provided by the individual receivers, many supper parties being held after the close of the first day's session.

Thursday Morning's Session.

Only six loyal shippers heard the fall of Pres. Deam's gavel at 9:30 o'clock Thursday morning, and within the next half hour only enough entered the hall to fill the first few rows of chairs. This was a strong argument in favor of one full day's session for future mid-winter conventions, as some of the most important business of the meeting, including the election of officers, was transacted on the second day.

Sec'y Riley, in his annual report, said:

Sec'y's Report.

The year just closed has been a reasonably good one for this organization. Local meetings have been well attended, with a few marked exceptions. There have been more local meetings than usual, and doubtless the reason some of you are here today is because you have attended these meetings and with other dealers, found new and highly dangerous problems to contend with. "Where two or three are gathered together, good must come therefrom." Certainly this is true with grain dealers. Where they get together in conference, exchanging views and confidences, any one who fails to profit thereby is not in a safe position such years as this.

Many dealers who have not profited by such meetings, nor had the judgment or courage to protect themselves against the bad quality of grain, have found it necessary to satisfy creditors by means other than turning over to them their profits, as the profits have too frequently been a minus quantity.

Let us hope the trade will be more highly favored this year than last by weather conditions, and that each dealer will have concluded that his fellow dealer is entitled to his reasonable share of business, if he furnishes adequate and proper service.

In politics, the olive branch seems to be growing popular as representative of a spirit of tolerance and harmony, that success may be made possible for the parties thus believing in the potency of the charmed emblem. So in business there has been some evidence of the growth of the same kind of a spirit, and let us hope the emblem may accomplish much for the grain trade, irrespective of the result of its political achievements.

During the past year we have enjoyed continued friendly relations formerly maintained with our great agricultural institution, Purdue. We have not had occasion to use them so much as in preceding years, but we have their friendship.

At our meeting last winter, \$100.00, or so much thereof as necessary was appropriated for the state agricultural exhibit at San Francisco. The expense thereof was so reduced that our share amounted to \$60.00, instead of \$100.00, and this amount was paid and gratefully acknowledged by Prof. Christie, who had the matter of Indiana Exhibit in hand.

FINANCIAL REPORT

Receipts.

Cash on hand Jan. 15, 1915.....	\$1,707.60
Account dues	3,279.00
Dues additional stations.....	567.00
Directories sold	36.00

Exchange on drafts.....	.60
Freight claims	505.09
Advertising in directory.....	629.60
Arbitration	21.63
Auto account	5.64

Total receipts

Disbursements.

Sec'y's salary to Jan. 15, 1916.....	\$2,400.00
Sec'y's traveling expense.....	255.70
Office assistance	689.00
Freight claims	340.92
Printing directory	231.00
Printing miscellaneous	151.25
Postage	294.29
Rent, telg., telef., stationery.....	372.15
Purdue, acct.	60.00
Legislative expenses	60.18
Board of Managers expense.....	79.80
National Ass'n dues.....	188.50
Arbitration expense	36.23
Convention expenses	100.00
Automobile account	453.88

Total disbursements

Cash on hand Jan. 1, 1916.....

\$6,752.16

H. E. Kinney, Indianapolis, explained the re-inspection of grain at the Indianapolis market, and Sec'y Riley outlined the plan of the Chicago Board of Trade in obtaining inspection of cars in outlying railroad yards.

J. M. Brafford: I move a com'ite be appointed to investigate the establishment of a car inspection service for Indianapolis. Motion carried.

C. S. Custer, Cincinnati, O.: Every car of grain for which an official Chamber of Commerce certificate has been issued, must be weighed under the supervision of a Cincinnati Chamber of Commerce representative. A supervisor is placed at each elevator, and he tests, with a mallet, the physical condition of each car, after which the seal numbers from both sides are taken.

H. L. Goemann, Mansfield, O.: Every car of grain, on arrival at Mansfield, is inspected by a representative of the railroad besides our own car inspector, and both men sign all reports of leaks. We never have to fight for a claim, as the railroad's own man has signed the report showing that the claim is justified.

The Com'ite on Investigation, suggested in the motion of Mr. Brafford, was appointed by Pres. Deam, and consisted of W. B. Foresman, Lafayette; Walter Moore, Covington, and W. W. Evans, Fowler.

Treas. Bert A. Boyd's report was as follows:

Treasurer's Report.

Balance on hand Jan. 14, 1915.....	\$1,707.60
Receipts Jan. 14, 1915, to Jan. 17, 1916, inc.	5,044.56

Total

Disbursements.

Vouchers	\$5,712.99
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Balance Jan. 17, 1916.....	\$1,039.17
Bank book balance Jan. 17, 1916.....	\$1,214.15
Vouchers not presented at bank....	174.98

Actual balance of cash.....

Subsequent report of the auditing com'ite tallied with the reports of Treas. Boyd and Sec'y Riley.

H. L. Goemann's remarks on transportation matters follow:

Transportation Matters.

Classifications and minimum weights present methods thru which the carriers are trying to obtain greater revenue. The raising of minimum weights on grain would mean a great deal to the carriers. The railroads offered, at early hearings on the subject, to put in compromise rules, but overlooked the country shippers entirely when first considering the matter. I explained that a compromise with the terminal market receivers would not also cover the country shippers, and on Nov. 20 a general conference was held at Chicago between the railroads, shippers and terminal market men. Practically all markets and ass'ns were represented, and to-

gether we arrived at the following weights as minimums, effective July 1, 1916:

Wheat, 64,500 lbs.; corn, 61,600; rye, 61,600; barley, 60,000; oats, 51,200; ear corn, 49,000; screenings, 51,200.

In no case is the minimum weight to be greater than the marked capacity of a car and when the car is loaded to within three feet of the roof actual weight shall apply. When a notation is placed on the B/L to the effect that the car is loaded to within three feet of the roof, actual weight shall apply. The same minimum weights shall apply on export as apply on domestic grain.

These recommendations were considered by the railroads last Thursday at Chicago, and I argued for their adoption. All agreed that the weights were fair, but the stumbling block proved to be the rules on loading to within three feet of the car roof. As many dealers spout the grain into a car without weighing it we often find differences.

At the Peoria convention I was instructed to file formal complaint unless the railroads adopted these recommendations. This the carriers are anxious to avoid. We will discuss the matter further at Chicago on Friday.

Many shippers when loading cars, do not know whether the grain is intended for export or domestic, so we want the minimums alike in both instances. To this the railroads have agreed.

Under our proposed rule the shippers can order a 60,000 capacity car, but in no railroad tariff are the carriers forced to deliver that kind of a car. For this reason the rule should be acceptable to the railroads. If that car is furnished, of course the minimum will be reduced to 60,000 lbs.

J. M. Brafford: The minimum on oats was formerly 32,000 lbs. Then as an accommodation to the railroads it was put up to 40,000. The size of the box cars have not increased, the railroads strengthening only the journals of the trucks. The Pennsylvania Railway has removed many of its 60,000 cars, placing the old boxes on 80,000 trucks, marking the capacity up from 60,000 to 80,000. I think the shippers have gone far enough in this compromise, and have agreed to as much as we should. If the railroads attempt to increase the minimum any more we ought to file a formal complaint with the Interstate Commerce Commission. New grain will not carry and stay in condition if we pack it in to the capacity of some cars. Since 1892, when I commenced shipping oats, we have had ten years when we could not load 51,000 pounds of oats into the cars. We might run into a series of those years again, so I believe that if the cars are loaded to full visible capacity the shipper should not be penalized even tho the loading is less than the prescribed minimum.

P. E. Goodrich, Winchester: I move that the recommendations of Mr. Goemann be concurred in, that the original agreement be insisted upon, and that the sec'y prepare a resolution showing that this ass'n is back of Mr. Goemann in his efforts. Motion carried.

Election of Officers.

The Nominating Com'ite reported the selection of the following officers, who were elected unanimously: John S. Hazelrigg, Cambridge City, pres.; E. K. Sheppard, Indianapolis, vice-pres.; H. H. Deam, Bluffton, and A. E. Betts, Forrest, were elected to serve on the Board of Managers, succeeding Mr. Hazelrigg and A. B. Cohee, of Frankfort.

Com'ite on Resolutions made its report as follows:

Resolutions.

RESOLVED, That we are highly pleased to note the excellent financial condition of our Ass'n, and we recognize the efficient work of the officers in handling the affairs of the Ass'n.

RESOLVED, That the thanks of the members of the Indiana Grain Dealers' Ass'n be extended to the speakers who have contributed so much to the success of the meeting and to the Indianapolis Board of Trade for the use of its rooms,

and its co-operation with the com'ites to make the meeting a success, and especially do we thank the com'ite for the entertainment provided.

Boost Indiana Products.

WHEREAS, Our kindred organization, The Indiana Millers' Ass'n, in the interest of the producer and of the milling interests of the state, has instituted an educational campaign designed to further the use of, and increase the demand for Indiana wheat and Indiana made flour, and

WHEREAS, The Indiana Millers' Ass'n has adopted as their advertising slogan the phrase, "Know Your Flour—Made in Indiana" to designate such flour, be it hereby,

RESOLVED, That we as grain dealers heartily approve of this laudable effort to place the merits of Indiana grown wheat and Indiana milled flour before the dealers and the public, and we hereby pledge our support to this movement in every proper way.

B. A. Boyd: It is evident that the Com'ite on Resolutions overlooked the request of the president to consider the matter which I presented yesterday for which reason I move that we add to the resolutions adopted, the following:

DEMAND UNLOADING WEIGHTS.

RESOLVED, That the Indiana Grain Dealers Ass'n stands unalterably opposed to the practices or customs of any markets which permit the issuance of weight certificates on cars after handling, except that both the original, and the weight after handling be shown for the purpose of settlement with the shipper, and same based on terminal weights.

Motion carried. Convention adjourned.

Convention Notes.

Kansas was represented by H. Work, of Ellsworth.

H. L. Goemann, Mansfield, and J. W. McCord, Columbus, were present from Ohio.

Lee G. Metcalf, Illiopolis, and Frank Jones, Ridge Farm, were the only Illinois shippers at the meeting.

E. N. Williams, Nashville, Tenn., was the sole representative of that market.

V. E. Butler, rep't'g the Buro of Markets, Washington, D. C., visited with his many friends in the grain and insurance trades.

The Baltimore market sent H. E. Elgert, rept'g. J. A. Manger & Co.; J. W. Snyder and Mr. and Mrs. D. Y. Huyett.

Sec'y F. E. Pond, of the Buffalo Corn Exchange, came in company with E. E. McConnell, and F. J. Schonhart, rep't'g the Electric Grain Elevator Co.

Among the Chicago trade at the Indianapolis convention were R. J. Sullivan and S. J. Knox, rep't'g Logan & Bryan, and H. F. Todd, rep't'g Mackenzie & Day.

The annual complaints of hotel facilities were heard from many who failed to make early reservations. With 1,500 miners in the city it seemed that every available cot was occupied.

W. W. Cummings and F. W. Jaeger, rep't'g J. F. Zahm & Co., Toledo, handed out the famous red letters, and J. W. Luscombe, rep't'g Southworth & Co., reminded those present of the "worth in Southworth service."

Sec'y Riley, accompanied by a number of Hoozier shippers and receivers, left before the close of the convention in order to attend the Thursday evening session of the Council of Grain Exchanges at Chicago.

E. E. McConnell, Buffalo, N. Y., presented the shippers present with red carnations, receivers were given white carnations, and officers of the ass'n yellow roses. Mr. McConnell also presented Pres. Deam with a beautiful potted plant in full bloom.

Machinery and supply men at the convention were A. S. Garman, rep't'g Huntley Mfg. Co.; C. L. Hogle, rep't'g Invinible Grain Cleaner Co.; G. E. Mellen,

rep't'g Richardson Scale Co.; J. B. Van Voorst and C. E. Flora, rep't'g Reliance Construction Co.; L. G. McMillin; F. W. Kennedy, rep't'g Kennedy Car Liner & Bag Co.; and E. A. Stinson, rep't'g the American Carbuoret Co.

Among the Indiana shippers present were: C. S. Anderson, Stockwell; C. A. Ashpaugh, Frankfort; W. H. Aiman, Pendleton; R. W. Baker, Crawfordsville; N. Busenbark, New Market; J. C. Batchelor, Sharpville; D. E. Cook, Red Key; M. Y. Cassel, Dayton; Martin Cutsinger, Edinburg.

H. H. Deam, Bluffton; G. G. Davis, Tip-ton; Perry Davis, Kirkpatrick; D. W. Donovan, Yorktown; E. E. Elliott, Muncie; W. B. Foresman, Lafayette; Wm. Frank, Frankfort; J. F. Goode, Warren; P. E. Goodrich, Winchester; M. V. Groves, Hartford City; J. S. Hazelrigg, Cambridge City; Elmer Hutchinson, Arlington; C. B. Jenkins, Noblesville; J. S. Leakey, New Lisbon; W. H. Leisure, Gwynnville; J. R. McConaughy, Advance; W. G. Myers, Linnsburg; Tom A. Morrison, Kokomo; J. H. Morrow, Wabash; F. H. New, Greenfield; Wm. Nading, Shelbyville; W. W. Pearson, Upland; C. S. Pierce, Union City; H. W. Reimann, Greensburg; A. E. Reynolds, Crawfordsville; D. Stewart, Leroy; Frank Strange, Frankfort; E. K. Sowash, Middletown; Ura Seeger, Clarks Hill; R. S. Stahl, Throntown; M. O. Scott, Circleville; J. H. Shine, New Albany; J. D. Sale, Bluffton; Ed. Thompson, Brownsburg; Bennett Taylor, Lafayette; J. C. Valentine, Franklin; Newt. Wall, New Ross; T. B. Wilkinson, Knightstown; N. A. Wall, New House; Wm. Wiedemann, Frankfort, and Oscar Yundt, Stockwell.

The Effect of Common Impurities in Wheat.

The results of recent tests by the United States Department of Agriculture indicate that the presence in wheat of more than 2 per cent of what are known to millers as "inseparable impurities" lessens the value of the wheat for milling and baking purposes. This fact has been recognized in general commercial practice, for wheat containing a noticeable amount of impurities brings a lower price per bushel than other wheat.

The experiments conducted by the Department are discussed in detail in Bulletin 328. They included tests of the effect of rye, kinghead, corn cockle and wild vetch seed in wheat in various quantities. Of these substances, rye occurs the most frequently, being found in 83 per cent of the samples of hard winter wheat examined by the investigators and in 39 per cent of the spring wheat. In one instance a farmer's wheat crop contained 14.3 per cent of rye. On this account the farmer received 8 cents less per bushel than the normal price.

The difficulty in separating these weeds results from their size, weight and specific gravity approximating that of wheat. The specific gravity of wheat is 1.3992, that of corn cockle is 1.3915; rye, 1.4097; barley, 1.345; wild oats, 1.3320; kafir, 1.3175; kinghead, .9563; hairy vetch, 1.4888. The hairy vetch weighed 64 lbs. per bu., in comparison with 57 lbs. per bu. for the wheat used in the tests.

Grains of rye, wheat, corn cockle, hairy vetch, kinghead and wild vetch are shown in the engraving.

In regard to the quantity of rye necessary to exert an injurious effect upon the quality of wheat, there is a difference of opinion among millers. Some believe that when the percentage of rye is less than 5 the flour or bread is not noticeably affected, while others have held that 2 per cent is objectionable. The Government investigators found that 2 per cent or more of rye is sufficient to lower the quality of the bread.

In a considerable percentage of the wheat samples examined the presence of

rye was said to be due probably to the fact that the seed used in sowing the wheat contained rye. It is not infrequent for rye to scatter during harvest and to produce in this way a volunteer crop. If wheat is sown on land which was planted in rye the previous season this volunteer crop of rye is harvested with the wheat. Partial winter-killing of the wheat increases the percentage of the rye, because the latter grain is not so susceptible to winter-killing as the former.

Corn cockle, altho less frequent in wheat than rye, has a more injurious effect. The presence of even 1 per cent of this weed seed in wheat is likely to lower the price to the farmer, and certainly lowers the baking quality of the flour. Corn cockle is an exceedingly prolific annual weed, a single plant having been known to yield as high as 2,500 seed. Furthermore, this seed is of such shape and size that it is difficult to separate it from the wheat. The weed is widely distributed over the United States, and is especially abundant in sections producing soft red winter, spring, and Durum wheat. Every farmer, therefore, should strive to prevent its obtaining a foothold on his farm.

Corn cockle seed is particularly objectionable in wheat because it contains a poisonous element known as saponin or sapotoxin. This has been found at times to do considerable injury to young chickens and stock when fed wheat screenings.

Of the other impurities examined, kinghead, sometimes known as great ragweed, is frequently found in wheat in quantities as high as 3 or 4 per cent. Under such circumstances the flour contains black specks and the color and texture of the bread are seriously affected. Even as small an amount as 1 per cent of kinghead seed is noticeable in flour. Vetch seed also alters the color of the flour, giving it a yellowish appearance as well as a noticeable odor of vetch.

The presence of any one of these impurities is very likely to reduce the price the farmer receives for his wheat. Not only is the price per bushel usually less, but there may also be a "dockage" charge.

A STATE MONOPOLY on the cultivation of wheat is the proposal of Count Tisza, the Hungarian Premier.

WE HAVE read the Grain Dealers Journal for many years with much interest.—Muskogee Grain & Commission Co., Muskogee, Okla.

WE ARE well pleased with the Grain Dealers Journal and it gives us the best of satisfaction.—Valparaiso Grain & Lumber Co., Valparaiso, Neb.

I HAVE BEEN out of the grain business for the last seven years; but still subscribe to the Grain Dealers Journal.—W. F. Barta, Ridge Farm, Ill.

I AM well satisfied with the Grain Dealers Journal and think every grain dealer should read it.—A. J. Quick, of the National Elvtr. Co., Ridgefarm, Ill.

A FARM PRODUCTS exchange is proposed in a bill introduced by Representative Sumner of Texas in the House for the co-operative distribution of farm products.

A PURSE containing the wages of a corn husker was accidentally dumped with a load of corn at the elevator of P. W. Poorman, Humboldt, Ia. Diligent search later revealed nothing but a small strap which held the purse together, and the husker is out \$28.

Council of Grain Exchanges at Chicago

The 7th annual meeting of the Council of Grain Exchanges was called to order at 2:30 p. m., Jan. 20, by Pres. Lowell Hoyt at the Hotel LaSalle, Chicago, with about 50 persons present.

Pres. Hoyt read an address from which we take the following:

President's Address.

The Council of Grain Exchanges was organized seven years ago, and meetings have been held semi-annually with one exception during that time. The subjects discussed at the meetings have not covered a wide range, as the Council concerns itself most logically with the problems which relate to the conduct of business on grain exchanges. There is, however, so close a relationship between terminal interests and country dealers that it has been the custom to include in our invitation the officials of the various grain associations, as well as those exchanges which are not members, to participate in the deliberations of the Council. In response to our invitation we are honored today with the presence of men, representing ass'ns of grain dealers from all sections of the middle west.

The spirit which prompted the issuance of this invitation was intended to convey the feeling of cordiality and genuine hospitality, and the officers and delegates of the Council are gratified at the hearty and general response to this call.

While matters will be considered which must of necessity be finally decided by accredited Council delegates, yet we desire our guests to attend all meetings and participate in the discussions, with the hope and conviction that the interchange of ideas may give us all a broader viewpoint and stimulate interest in the work of the Council.

The activities of the year just ended may not show accomplishments of unusual importance. It is not expected that an executive board and officers elected for one year would do more than maintain the equilibrium of the machinery intrusted to their care, and your president, as one officer, has sought to adhere to the established policies of the Council, with preparedness the watchword.

May I not at this time give voice to a matter, which, to my thinking, is fundamental? It relates to the first clause set forth in the objects of the Constitution, which reads: "To increase the efficiency and extend the usefulness of exchanges trading in agricultural products." How may this be accomplished? How may we increase the efficiency and extend the usefulness of the exchanges? To have answered this question is to have solved the most vital problem which confronts the exchanges today.

Every exchange has its own problems and its own dominant activity. One concerns itself largely with exports of wheat; another with interior distribution of coarse grains; another with the milling industry. Another's activity is largely speculative, and by virtue of its size it attracts the hedging and speculative business for the same reason that the large ocean liner attracts patronage, because it more easily weathers the storm than does the boat whose dimensions are small and whose capacity is limited.

No matter how large or small an exchange may be, its membership consists of "individuals," and these individuals determine the status of the exchange itself. To increase the efficiency of the exchange we must begin with the individual. He is the unit, the starting point and the foundation. If the individual of the exchange is broad enough to adopt methods of modern needs; if he is alive to the best interests of the producer and consumer and is seeking to perpetuate his own institution on the broad foundation of equity and justice to all, then the problems of an exchange adjust themselves automatically.

The word "ethics" was at one time considered an abstract term. It has, however, become an important part of the business man's equipment. This recognition of an obligation to others, a responsibility to society, has come about gradually and logically. Business, which originally related solely to "barter and exchange", wherein

the farmer swapped his grain for the products of the blacksmith and cobbler, has come to be associated with the terms "power", "control", and "influence".

The business man no longer centers his intelligence solely upon the principles involved in trade. He makes a profound study of every element which enters into commercial life. He studies the war map of Europe, the political situation at home and abroad, the world's finances, the domestic labor conditions, and those elements which increase the efficiency of employees, but best of all, he is making a more careful study of himself to learn wherein he may better serve the interests of the community and to discharge his responsibility to those associated with him. He has long realized that the possession of "brains combined with money" is a tremendous "power", but in later years there has dawned upon his intelligence the great truth, that the Law of Equity and Justice does not tolerate the misuse of this "power". He recognizes that the acceptance of special privileges is ethically wrong, and that the striving for unfair advantage has been crowned with dismal failure throughout all ages. As a consequence of this discovery, the thinking men of commercial life are concerning themselves with the study and development of the individual.

The employee, who was once considered merely in the light of a servant, is now recognized as the possessor of certain inherent qualities that may and can be developed to an unlimited degree. This development brings the employee and the employer more nearly to a common plane. The recognition of the rights of an employee results in the development of independence, and later in the acceptance of responsibilities, all of which results in reliability, loyalty and a "sympathetic consideration" for others.

What bearing has the foregoing on the problems of the exchanges? If this question has not been answered clearly, might I not suggest the likeness of a grain exchange unto a river, whose usefulness depends upon the freedom of its waters from obstructions, that the commerce flowing thru it may move without hindrance to its natural destination.

The exchange itself does not transact business any more than does the river originate the traffic which passes thru it. Therefore, the hard feature of the exchange is to keep its channels free from the obstructions that miscalled "competition" sometimes endeavors to erect, under the impression that "The prosperity of all does not necessarily depend upon the prosperity of each". The whole cannot be different from the sum of the individuals which compose it. Therefore, let each individual member of each exchange recognize his obligation to that exchange and work for the success of the whole regardless of the work of any other member, and the result will be perfect work of the exchange of which he is a member. And this in turn will be reflected in the accomplishments of the Council.

It seems to me that the establishment of the Council of Grain Exchanges was a real achievement; an advanced step in commercial life. The Council is young, yet the work being accomplished thru its various departments is constructive, and not only advances the welfare of the grain trade and exchanges, but ultimately enhances the prosperity of the farmer and reduces the cost of living to the consumer.

The Sec'y read his annual report, from which we take the following:

Secretary's Report.

The amendment to the By-Laws, requiring the Sec'y to poll the Exchanges upon the question of holding a June meeting, between April 15 and May 15, resulted in practically a unanimous decision of the constituent members against holding the midsummer meeting last June. Baltimore and Wichita were the only two Exchanges to unqualifiedly report in the affirmative.

Appropriations for Crop Improvement Work: Soon after the January meeting your President addressed a communication to the constituent members of the Council, asking for appropriations to our Crop Improvement fund. The responses were

prompt and liberal. Contributions were made as follows: Chicago Board of Trade, \$5,000; St. Louis Merchants Exchange, \$2,000; Kansas City Board of Trade, \$1,500; Minneapolis Chamber of Commerce, \$1,000; Milwaukee, \$300; New York Produce Exchange, \$500; Duluth Board, \$500; Baltimore Chamber of Commerce, \$200; total, \$11,000—\$400 less than for the previous year. In addition to the sum appropriated by the Exchanges during 1915, the U. S. Brewers' Ass'n has contributed \$4,261.51 to the crop improvement fund.

General Fund—Collections for dues and interest including the balance on hand has amounted to \$3,400.46 during the past year. The money has been expended as follows:

Secretary's salary.....	\$1,200.00
Traveling expenses	1,012.57
Printing	367.17
Dues to Chamber of Commerce of U. S.	15.00
Traveling expenses, John W. Snyder, treasurer	70.90
Office expenses	566.42
	\$3,232.06

When the Council members decided not to hold a June meeting, your President, desiring to learn the attitude of the leading members of the various grain exchanges in regard to certain problems facing the Council and wishing to secure as much information as possible concerning those things the members of the Exchanges believed should be done to make this organization a more potent influence in the grain trade, sent your Secretary into the various markets in quest of such information.

There are now pending in the present session of Congress about half a hundred bills of direct or indirect interest to the grain trade. It seems unlikely that there will be any legislation enacted to prohibit future trading in grain and seeds, altho such bills have been introduced.

Educational.—Ten thousand copies of a booklet were printed about the Council—What it is—What it has Done and Something of What it Proposes to Do, and 5,000 copies were distributed among the members of the Exchanges, and the demand for the booklet has been so great among colleges, libraries, etc., that the remaining 5,000 practically have been distributed. This has been a part of the Educational work of the organization which has been continued the past year along practically the same lines as heretofore. Our educational work, so far as it relates to your Committee Chairman and your Secretary might be said to have been so definitely developed during the past six years in which we have written and talked, that it has become a habit. Never a business day passes when information is not requested from somewhere relative to some phase of the work and function of the Grain Exchanges.

Written articles and public addresses have been delivered in many sections of the country before various organizations, colleges, etc., which have been of apparent educational value. The field for such work is appallingly large and what two or three can do seems disparagingly small, but we are conscious of a sincerely directed effort and are pleased with signs of actual results.

Senator Pomerene informs us that the important changes as compared with his previous Bill are the elimination of Sections 2, 3 and 10 of Senate Bill 387 as it passed the Senate June 9, 1914. These changes were made after repeated conferences with those interested in the bill.

Uniform Rules.—There is a demand for the establishment of uniform rules by the various exchanges, but this is the most discouraging part of the Council work because the exchanges, owing to conflicting interests, are not inclined to harmonize their rules, as the various and succeeding chairmen of our Uniform Rules Committee will testify. The necessity for uniformity of action, however, is most apparent and some progress has been made along these lines; quite notably in the general adoption of the Trade Rules of the Grain Dealers National Ass'n.

The Grain Trade Ass'n of the San Francisco Chamber of Commerce tenders its resignation to the Council of Grain Exchanges. This is the only membership lost during the past year. There are several of the smaller exchanges which have signified their intention of affiliating with us soon and one or more applications for membership have been promised during this meeting.

John W. Snyder, treas., of Baltimore, Md., made the following financial statement:

RECEIPTS OF GENERAL FUND.

By balance in bank Jan. 22, 1915....	\$ 685.46
Milwaukee Chamber of Commerce.....	200.00
Chicago Board of Trade.....	200.00
Baltimore Chamber of Commerce.....	200.00
Kansas City Board of Trade.....	200.00
New York Produce Exchange.....	200.00
St. Louis Merchants' Exchange.....	200.00
Omaha Grain Exchange.....	200.00
Toledo Produce Exchange.....	100.00
Buffalo Corn Exchange.....	200.00
Duluth Board of Trade.....	200.00
Minneapolis Chamber of Commerce.....	200.00
Peoria Board of Trade.....	100.00
Wichita Board of Trade.....	100.00
San Francisco Chamber of Commerce.....	100.00
Cincinnati Chamber of Commerce.....	100.00
Bank interest.....	121.25
Bank interest.....	54.75
Bank interest omitted at time.....	79.00
	\$3,440.46

RECEIPTS OF CROP IMPROVEMENT FUND.

Balance in bank Jan. 22, 1915....	\$ 5,422.99
U. S. Brewers Ass'n, a/c 1914 Contribution.....	1,000.00
U. S. Brewers Ass'n, a/c 1914 Contribution.....	500.00
Chicago Board of Trade Contribution.....	5,000.00
Baltimore Chamber of Commerce.....	200.00
U. S. Brewers Ass'n, a/c 1914 Contribution.....	500.00
Duluth Board of Trade.....	500.00
U. S. Brewers Ass'n, a/c 1914 Contribution.....	500.00
St. Louis Merchants' Exchange.....	2,000.00
Minneapolis Chamber of Commerce.....	1,000.00
U. S. Brewers Ass'n, balance of 1914 Contribution.....	500.00
Kansas City Board of Trade.....	750.00
Milwaukee Chamber of Commerce.....	300.00
New York Produce Exchange.....	500.00
U. S. Brewers Ass'n, a/c 1915 Contribution.....	250.00
Kansas City Board of Trade, balance for 1915.....	750.00
U. S. Brewers Ass'n, a/c 1915 Contribution.....	250.00
U. S. Brewers Ass'n, a/c 1915 Contribution.....	250.00
U. S. Brewers Ass'n, for Barley Questionnaires.....	11.55
U. S. Brewers Ass'n, Dec. Installment 1915 Contribution.....	250.00
U. S. Brewers Ass'n, Jan. 1916 Installment 1915 Contribution.....	250.00
	\$20,684.54

After honoring vouchers of the sec'y's there remained on Jan. 7, 1916, a balance in bank of \$208.40 to the credit of the general fund, and of \$4,569.03 to the credit of the crop improvement fund.

The treasurer's report was accepted, placed on file, and an auditing com'ite composed of C. A. McDonald, Geo. A. Aylsworth and C. A. Brown later reported the accounts correct.

C. A. Magnuson, of Minneapolis, chairman of the B/L Com'ite asked until next morning to make a final report.

J. C. F. Merrill, of Chicago, chairman of the Educational Com'ite: The report made by the sec'y embodies a report of work done by the com'ite. This com'ite was appointed at New York about six years ago, and we asked for an appropriation at that time. We had \$500 and spent \$350, and it is the only appropriation we ever had.

The work has gone on amazingly. We have had a publicity of 6,000,000 per annum. We do a steady, every day work.

When the chairman of the com'ite goes out it is mostly as sec'y of the Chicago Board of Trade. Work among college classes has increased during the past year. I have requests now from the New England universities for practical men to appear before them and tell them of the functions of the exchanges and the economic value of speculation. A distinction clearly can be made and has been made between gambling and speculation, with profit to the exchanges.

I feel very confident that the attitude

of the public toward the grain exchange is less inimical than in former years. The public is learning that the perversion of the facilities of the exchange is the responsibility of the perverter and not of the exchange. There is promise of further improvement in the attitude of the public toward the exchanges.

Mr. Merrill's report was approved and placed on file.

Frank G. Coe, of Chicago chairman of the Crop Improvement Com'ite, read his report, from which we take the following:

Report of Crop Improvement Com'ite.

It is absolutely impossible for us to make any report on the vast amount of crop improvement work now being constantly carried on throughout the length and breadth of this land by farmers' clubs, community ass'ns, county institutes, schools, agricultural colleges, and special individuals who are devoting their entire time to the crop improvement work. Not all of these individuals and organizations are now working under the special direction of your Com'ite, but I am well within the truth when I say that the large majority of them originally received their start and their impulse from the propaganda of your Com'ite, and they constantly refer to us for plans and material to carry on their work even now. The work has assumed such great importance that the federal government and the various state administrations are actively promoting the crop improvement work, and the county agent movement. The Smith-Lever bill now allows \$4,500,000 for this movement from the federal government during 1916, which the states must duplicate, and these, with popular subscriptions approximating \$1,500,000, gives a total of \$10,500,000 now available for this work yearly. Undoubtedly a much larger amount will be allowed for this purpose in the coming years, as the extent and importance of the work is fully developed and realized. There are now 381 counties in the northern and western states and 850 in the southern states (under a somewhat different plan, a total of 1,231 counties having active organizations for the promotion of this important work).

Co-operation.—As to the particular activities of your Com'ite, I might say that we consider our greatest achievement to be our success in thus getting the co-operation of others. Just at present we are engaged in a work of great importance in Iowa, in co-operation with R. K. Bliss, Supt. of Extension, of Iowa College of Agriculture, and P. W. Hall, of the Iowa Bankers Ass'n. Mr. Hall has engineered a survey of the available seed corn in the state, and Mr. Bliss is sending out his young men to do testing, etc., resulting in what amounts to about 30 county agents "pro tem". Further, community plays and the moving pictures our secretary has made, open a novel way of getting out those who will not attend meetings, and this idea is meeting with great success. The requests for the secretary to address meetings are so numerous that it is impossible to fill them all, and especially is this true since we have had the moving pictures.

In this connection I am glad to announce that at the meeting tomorrow afternoon under the auspices of this Com'ite, we will show you several reels of moving pictures covering the growing and handling of grain in practically all its phases. We find these reels not only interesting and educational to the people at large, but they prove a great factor in attracting people to our meetings throughout the grain producing belt, and when we have attracted them there, we embrace the opportunity of talking "crop improvement" to them.

The doctrines of your Com'ite for seed selection, which 6 years ago were laughed at and ignored, have now been adopted systematically in every state. The four fundamentals are being taught in every school in the territory where grain is a factor.

First. The establishment of one variety of each kind of seed best adapted to soil and climate.

Second. Fanning and grading to get a uniform seed free from trash.

Third. The treatment of grain diseases by the use of formaldehyde, etc.

Fourth. The testing for vitality of all seeds with the assistance of the school children of the community.

Our seed testing campaign of last spring

really cost your Com'ite nothing, so far as materials are concerned, the outlay for ragdolls, blotters, testers, etc., being \$1,115, whereas the income from sales of them was \$1,169. Over 67,000 junior rag dolls, 20,000 blotters and about 4,000 large rag dolls were distributed, and 18,000 posters for this campaign were sold to our many interested co-operators. The seed testing campaign for 1916 is already well under way, 100,000 posters having been printed to be distributed thru the aid of bankers, millers and grain dealers.

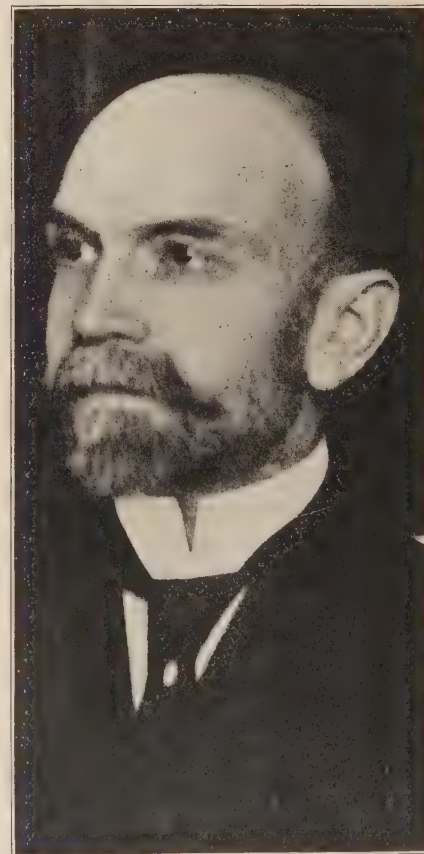
Oats Charts.—More than 275 special oats charts have been distributed, each one a lecture in itself, the Quaker Oats Co. having helped us to the extent of paying for 200 of these to date. These charts are sent to the superintendents and teachers of rural schools with the understanding that they will be used in their classes, a splendid means of getting this valuable information to the future farmers. Right here I take the opportunity to say that it is my personal opinion that the real value of the work of this Com'ite will be seen in the coming generation even more than in our present day. The constant propaganda which we are carrying on with the school children results in bringing new ideas and advanced methods to the attention of their parents and the farmers of their community, yet when they themselves shall have reached manhood and womanhood, and taken up farming on their own account, as hundreds of thousands of them will do, the ideas instilled into them at this time will result in the greatest efficiency among the farming population of the coming generation.

RECEIPTS.

On hand Chicago Dec. 22, 1914....	\$ 500.00
On hand Baltimore.....	5,422.99
Received from grain exchanges, 1915.....	11,000.00
Popular subscriptions.....	4,000.00
Seed testing.....	1,169.34
Farm record books.....	758.93
Oats charts.....	112.45
The County Agent.....	2,155.43
Barley Acc.....	749.72
State Leader dinner.....	186.90
Traveling.....	426.10
Printing.....	7.10
General.....	94.20
Miscellaneous.....	7.71

Total from outside sources.....\$ 5,668.18

Total.....\$26,591.17



John L. Messmore, St. Louis, Mo., President.

EXPENSES.

Salaries	\$ 9,314.57
Office expenses	2,494.14
Traveling expenses	927.93
Printing	1,814.73
General	56.68
The County Agent	3,984.29
Seed Testing	1,115.10
Farm record books	693.66
Oats Charts	445.33
Barley Acc.	653.80
Moving picture Acc.	100.00
State Leader dinner (Dec., 1914) ..	192.50
R. H. Moulton (services, 1915)	50.00

\$21,872.73

On hand Baltimore Jan. 1, 1916....	4,319.41
Cash at Chicago Jan. 1, 1916.....	399.41

\$26,591.17

ASSETS JAN. 1, 1916.

Credit Baltimore Jan. 1.....	\$ 4,319.03
Credit Chicago Jan. 1.....	399.41
Checks	150.00
Accounts Receivable:	
Merchandise	14.37
The County Agent	907.08
Seed testing	26.10
Farm record	56.20
Oats charts	9.00

\$ 1,012.75

1915 appropriation still due	1,000.00
Office furniture	544.00
Merchandise	793.50

\$ 1,337.50

Total \$ 8,218.69

LIABILITIES.

Accounts payable Jan. 1, 1916.....	\$ 956.50
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It is worthy of note, I believe, that of the \$21,900 expended during the past year, only \$11,000 was contributed by the Exchange members of the Council, and nearly \$10,000 was raised by the Com'ite from outside sources and thru the sale of its merchandise. I wish to express the hearty thanks of your Com'ite to those exchanges who have so generously supported this important and far-reaching work of the Council for the general good of producer and consumer, a benefit in which we all as grain dealers amply share, and to express also the fervent hope that your new Com'ite for the coming year may not only have the same generous support, but also the general and financial co-operation of those few members who have not realized the scope of this work in past years.

E. Pfarrius, of New York, read the following paper on "Financial Aid of Agriculture by the Grain Exchanges":

Financial Aid of Agriculture by the Grain Exchanges.

When the Council of North American Grain Exchanges was formed six years ago we recommended to the farmers of our country to adopt a more liberal fertilization, more careful selection of good seeds, rotation of crops, deeper plowing to retain rain water and more efficient cultivation of his soil. We also advised a more intimate affiliation with the farmers, who used to regard the grain exchanges as a kind of gambling resorts. In an address to you I remarked that every living soul in our country, rich or poor, would thank the Council for its earnest endeavors to promote and aid in the solving of the great problem to reach larger crop results per acre.

This was in a year when we imported rye from Germany, flaxseed from Argentine, when a wave of uncertainty spread over the country as to the outcome of crops to face the rapidly increasing population.

In 1900 we had a wheat crop of 522 million bus.; in 1904 we had a wheat crop of 552 million bus.

Up to the year of 1910 the United States raised an average annual yield of 14 bus. wheat per acre (in some parts of Virginia only 9 bus. per acre). What has happened in the meantime?

The last Government report of 1915 makes the yield 16.2 bus. per acre in winter wheat and 18.3 bus. per acre in spring wheat; puts the crop down to 1,011 million bus., or about double the quantity of that raised in 1900, when the population in March, 1900, was 76 million people, and in 1915 about 100 million people.

Also in other grains like corn, oats, barley and rye we have in 1915 raised large crops and find an improvement of more than 12% in the yield per acre, in oats about 30% improvement. This exhibit is most encouraging, and our exchanges ought to be proud of having assisted financially in the education of farmers where such was considered advisable.

If we ask whether we have reached the climax of production or the maximum yield obtainable, we must answer that our yield in wheat per acre is still from 40 to 75% behind that of France, Germany, England. Rome was not built in a day. We are on the road of improving, and our people have investigated to their satisfaction that intensive farming is the correct method of saving crops where formerly irreparable damage was done, and that a plant well fertilized and cultivated will withstand climatic changes much better than was the case before new methods were tried.

Please do not overlook that what you teach in schools or in agricultural colleges can not be expected to bear fruit today, but the results may be looked for in a short number of years.

We are not conceited enough to attribute the great increase in production to the doings of the Council, but the Exchanges, recognizing the good results, ought also in the future not hesitate to assist those countries financially where diffusion of education and literature for scientific methods of farming is needed or wanted. Before all, we must continue to make friends with the farmer and work hand in hand for a further increase of crops for the good of our country as well as mankind.

F. C. Maegly, A. G. F. A. of the Santa Fe, Chicago, representing the General Manager's Ass'n, read a paper on "Discrepancies in Grain Weights," from which we take the following:

Discrepancies in the Weights of Grain.

Grain carrying railroads are seeking the causes of variations in the weights of grain—variations normal, and abnormal. Among others at work on the question, is a Com'ite of the General Managers Ass'n of Chicago. In the opinion of this Com'ite responsibility for existing causes should be segregated. It seems fair to divide them into two general classes, A unpreventable, and B preventable.

Class A—Unpreventable: Natural shrinkage, unavoidable waste, and variance of scales, are prevailing causes of shortage—whichever neither shipper, receiver, nor carrier of grain can prevent. It seems proper to rate these as Class A.

Class B—Preventable: Incorrect scales, defective elevator loading and unloading equipment, inadequate facilities for weighing grain to and from cars, errors, hazardous methods, and leakage and theft from cars. All of these Class B causes are amenable to correction and improvement based on proper effort and supervision. It seems proper to list these as Class B. Their relative importance depends on the care or carelessness, efficiency or inefficiency, of the parties handling and the equipment used.

Practically speaking, variations are universal in the weights of grain. For that reason it is necessary for the grain trade to agree upon settlement-terms, weights—either the loading weights or the unloading weights must govern the sale, in the ordinary conduct of the business.

The Com'ite has exhibits covering thousands of cars, the weighing being supervised and the cars inspected by efficient grain weighing departments. The statements cover set-backs, inter-elevator movements, cross-town movements and movements between markets.

It is well to bear in mind that the movement of grain from market points, generally speaking, is supposed to be drier and better conditioned than that which moves from primary country shipping points to markets.

One exhibit covers 413 cars, cross-town movement on which the total shortage was 19,255 lbs., or 47 lbs. per car; all high-grade merchantable grain, mostly wheat; the switching hauls generally speaking representing the minimum of time consumed and distance carried, and no leakage.

Set-backs.—Another exhibit covers cars set-back where the grain was weighed in elevator hopper scales, loaded into freight cars, the grain inspected, and promptly thereafter unloaded and reweighed in the same elevator and hopper scales, as follows:

One hundred fifty-five cars loaded by certain elevators, the grain inspected, and promptly thereafter set-back, unloaded, and reweighed in the same elevators and scales; no leakage; total shrinkage 14,540 lbs., or 94 lbs. to the car. Range of variation on individual cars from 10 lbs. to 300 lbs. One elevator that handled 38 of these cars set-back showed the average shrinkage to be 102 lbs. per car; another elevator handling 28 of these set-back cars

showed the average shrinkage to be 103 lbs. per car.

Still another statement covering 303 cars set-back, later in the season, at same elevators, showed total shrinkage of 16,850 lbs., or 56 lbs. per car; no leakage. Range of variation from nothing to 350 lbs. per car; all of these transactions were within the control of the individual elevators handling and the Grain Weighing and Inspection Department supervising.

At another market, 139 cars of contract wheat, weighed on first class elevator hopper scales and supervised by an efficient grain weighing department, loaded into well coopered cars, the grade established, and the grain promptly thereafter unloaded and reweighed in the same elevator and hopper scales—no leakage—showed total shrinkage 6,270 lbs., or 46 lbs. per car; and the Weighmaster commenting upon the transaction remarked,

"This is one of the finest tests we have had in recent times, being able to test the entire equipment of the elevator, and the outcome in my judgment is very flattering."

Elevator Shrinkage.—It is a well-known fact that shrinkage develops while grain is being handled and stored in elevator bins between periods of weighing in and out, and often such shrinkage is quite large, due, no doubt, to high moisture content, etc.

Variations on Grain Moving From One Market to Another.—The Com'ite has much data covering the movement of grain between markets having supervised weighing. Comparisons have been made of two statements each covering 1,000 cars of wheat, 1914 and 1915 crops; the former being drier, and the latter "wetter" than the average crop.

The evidence is conclusive that, with few exceptions, the variations in weight were not the result of causes for which the several carriers participating in the haul were responsible or liable.

The following results are noted:

	1914	1915
Average variation, in pounds per car (1,000 cars).....	85.4	191
Average variation, in pounds per car, on the cars showing shortage	97.9	196
Average net shortage in pounds per car (1,000 cars).....	75.3	184.7
Total number of cars showing variance less than 200 lbs....	934	605
Total number of cars showing variance less than 300 lbs....	969	856
Maximum shortage on individual cars	870	1150
Maximum overrun on individual cars	890	840
Total number of cars even.....	119	14

More than 40% of cars for year 1915-1916 showed variances between 100 and 200 lbs.; and in addition 25% showed variances between 200 and 300 lbs.; 65% of the cars ranged between 100 and 300 lbs.; 85% ranged between even and 300 lbs. per car.

A grain expert of many years' practical experience as grain inspector, weigher, and operator of elevator, who examined much of this grain on arrival at destination, stated that, in his judgment, shrinkage of 250 lbs. to the car and more, were to be expected, owing to the quantity of moisture carried in the grain in so many of the cars.

Respecting the maximum variations, shortages and overruns, shown in the two statements, the Committee has information proving how such variations, involving thousands of pounds, may happen on cars that move under perfect seal protection and without leakage evidence.

To Illustrate: Two country shippers located in different states, and on different railroads, each shipped a car of grain to the same market. On arrival at destination both cars were ordered to the same unloading elevator and were set for unloading at opposite sinks served by the same elevating leg. The two cars were broken open at the same time—a practice not tolerated at some markets—with the result that thru accident, or leaky slides, part of the grain from one of these cars was elevated and weighed with the grain unloaded from the other car. One of these two shippers was short 3,500 lbs. from his loading weight, and the other was over 3,525 lbs. The first shipper made much noise and entered claim against the carrier for the shortage. The other shipper maintained perfect silence, and as yet is as still as a mouse.

The carrier whose car fell short, did all that it could reasonably be expected to do. It delivered at destination all of the grain that was loaded and shipped; so did the other carrier whose car received credit for the overrun. As previously stated, both cars were delivered to the unloading ele-

vator as ordered by the owner of the grain. Both cars were set at opposite unloading sinks served by the same elevating leg, at the same time, and, thru some accident or fault of elevator equipment, the mixup occurred. The unloading elevator, although guilty of hazardous methods, was innocent of intentional wrong. Subsequent developments have located the overrun and identified it with the shortage.

Other Preventable Causes.—Among other preventable causes frequently contributing to such large weight differences are. Transposition of car numbers and of weights; Drafts charged to cars that, thru accident or error, go astray in the elevator, or are dropped into cars for which they are not intended; Mistakes in counting scale hanger weights where scales are not equipped with recording beams; Leaking loading spouts; Mixups, due to unloading grain against weighers' signals.

Analyzing another movement of 253 cars, continuous movement, from one loading elevator at one market to three unloading elevators at another market, all the loading and unloading weights supervised and the cars inspected by the same State Grain Weighing Department, we have the following:

One hundred fifty-one cars unloaded at the first elevator showed total shortage 29,210 lbs., or an average of 193 lbs. per car. Eliminating 10 cars showing shortages of 400 lbs. and over per car, the remaining 141 cars showed total shortage amounting to 24,000 lbs., or an average of 170 lbs. per car.

Sixty-three cars unloaded at the second elevator showed a total shortage of 23,060 lbs., or an average of 366 lbs. per car. Eliminating 25 cars showing shortages of 400 lbs. and over per car, the remaining 38 cars showed a total shortage of 8,560 lbs., or an average of 225 lbs. per car.

Thirty-nine cars unloaded at the third elevator showed a total shortage of 12,160 lbs., or an average of 312 lbs. per car. Eliminating 8 cars showing shortages of 400 lbs. and over per car, the remaining 31 cars showed a total shortage of 7,610 lbs., or an average of 245 lbs. per car.

A review of the record and classified list of these three lots of grain gives convincing proof that the prevailing shortages were not the result of leakage or loss from cars.

Tolerance.—This brings us to the question of weight differences due to variations in scales which cannot be eliminated.

We all fight shy of tolerance because we fear that the other fellow will seek to have us tolerate more than our fair share of the burden, yet, in fairness, there must be tolerance to cover variance between scales used in twice weighing the same shipment.

Federal, State and Municipal Commissioners and Sealers of weights of the United States hold annual meetings at the Bureau of Standards, Washington, D. C. Tolerance is one of their standing topics.

A review of the tolerance as adopted by these public authorities, who are qualified by law to either approve or condemn a scale, is very interesting; for example, they accord to the ordinary type or railroad track scale with full capacity beam, a tolerance of 160 lbs. for 80,000 lbs. The variations resulting from the weighing of bulk grain always involve two scales instead of one, so that the possible range of scale tolerance alone, using two railroad track scales, would be just double, or 320 lbs. for 80,000 lbs.

Altho scale variations cannot be prevented, they can be reduced by frequent and efficient testing and the prompt elimination of causes of error whenever found, and here it seems proper to call attention to the great difference in the amount of sealed test weights deemed sufficient by the several Weighing Departments and others testing grain scales. These authorities should get together on this vital phase of the weighing problem.

Diagnosis.—(1) Scale and grain handling equipment often used to weigh and handle grain to and from cars, at some grain handling points, would not be tolerated at other grain handling points, because they are considered unreliable. Conditions exist at some of the older elevators that would not be permitted at the same terminal, altho the same Weighing Department will supervise the weighing at both the new and the old elevator, and the weights thus supervised are used for the same purpose, viz., settlement between buyer and seller, presentation of claims for differences in weight, and settlement of carriers' freight charges.

(2) Practices are in vogue at some elevators and industries in the weighing and

handling of grain to and from cars that would not be tolerated at other elevators, industries, and terminal markets. In fact, it is safe to state that the operators of the elevators, where such practices are in vogue, would be unwilling to sell their grain on buyers' weights, if the buyers employ like practices in handling and weighing the grain.

(3) There are shippers who are willing to accept the unloaders' weights at certain elevators, and at certain terminals, who positively refuse to sell their grain on any but their own weights destined to other points, because of the lack of confidence in the reliability of such other weights.

(4) There is a lack of uniformity in the practices allowed at the different terminal grain handling points, for example.

(a) Some markets will not allow more than one car to be broken open into unloading sinks, leading to the same elevating leg, at the same time, excepting under specific conditions involving a certain style of slide; while at the other points two cars of grain are permitted to be broken open into opposite pits of the same leg at the same time, regardless of the style of the slide.

(b) Some weighing departments are willing to approve scales that are tested with one ton of weights. Others require two tons of weights. Others want three tons of weights; and often testing is done with four tons of weights.

In one instance a "round-robin" test was made of many large capacity hopper scales at a terminal market by the use of 16,000 lbs. of sealed test weights. The scales had previously been tested under load and empty and approved by the use of 1,000 lbs. of test weights. The "round-robin" test with 16,000 lbs. of test weights proved that a majority of the scales were unfit for determining settlement-terms weights on grain.

(c) Some weighing departments find it necessary to station men up-stairs and down-stairs, at all of the elevators operating cupola scales; while other weighing departments are satisfied with one tally man at each elevator.

(d) The rules of some weighing departments permit the deputizing of an elevator or industry employe as a weighing department employe; while other weighing departments do not approve such a custom or practice, because they feel that such weighing supervision is not impartial and is apt to prove misleading.

(5) Hopper scales in the cupolas of elevators in some instances rest on the cribbing, and in other instances they rest on independent foundations. This is probably true at each terminal market, without exception, and in spite of the fact that many of the weighing departments themselves have gone on record to the effect that scales depending on the cribbing for foundation must sooner or later get out of level and be a source of trouble and inaccurate weights.

(6) The reports of scale bureaus of different grain dealer organizations in various States, and of weighing departments, show that a surprisingly large percent of the scales tested at interior points are found out of order and weighing incorrectly.

(7) At many places the grain is handled through bins, elevated, re-elevated, re-handled, or conveyed by belt or screw-conveyors, between the car and scale, or between the scale and car, and the accuracy of the weights sworn and certified to by the weighers or operators of such plants, yet the rules of many of the established reputable weighing departments positively forbid such extra handling of grain after weighing, but require that the grain shall pass from the scale to the car through direct spout or from the car to the scale by direct elevation, thereby eliminating a possible cause of inaccuracy.

(8) At many initial points, the grain is stored in different bins as it is bought from time to time, and later loaded into cars without reweighing. Sometimes weeks, and months, will elapse between the storing of the first wagon load and the loading of the grain into cars.

(9) There is a difference in the methods employed to determine whether or not a car containing grain is leaking, with the result that some terminal markets record several times the percent of cars arriving as leaking compared with other markets. These variations are present in spite of the fact that the same railroads' cars are being examined, and that the findings of hammer-testers are often in complete defiance of the evidence shown by the weight differences. At some points, representatives of weighing departments and consignees inspect cars for leakage by pounding the grain doors and sides and ends of cars with heavy wooden mallets, thereby developing leakage symptoms,

which they improperly record as actual leakage. At other points, such representatives use ordinary steel headed carpenter's hammers. At other points, rubber mallets are used; while at other grain handling centers, no pounding is indulged in, but the inspectors go carefully over each car for defects and evidence of leakage—such inspectors having convinced themselves that the results of hammer testing cars are unfair and misleading.

Incidentally, information has been gathered showing that cars against which leaks are marked inbound, are often again loaded forthwith by the receivers of such cars, or by others, and with the same kind of grain, and go through without leakage to other destinations several times the distance of the haul on which the leakage was reported.

(10) At some points automatic scales are used to determine the weights of grain loaded and unloaded; while at other points the use of automatic scales is not permitted, because their accuracy is questioned. Many of the users of automatic scales would not willingly accept the weights obtained on such scales for settlement-terms weights at the markets to which they ship their grain. Manufacturers of automatic scales admit that to insure the best obtainable results, automatic scales must be installed and located under certain prescribed condition, and yet one finds these devices located and installed under all sorts of conditions.

(11) At some grain loading and unloading points what is known as "even draft weighing" is practiced; that is, the weight of a carload is determined by weighing many small drafts of identically the same amounts. At the same time, there are shippers and weighing departments who condemn such "even draft weighing" because conducive to error and liable to cause the missing of a draft, or the recording of a draft not weighed.

(12) Tests show that some of the elevators leave an excessive amount of grain in individual cars; and that there is a great variation in the average amount of residue left in cars by the different elevators and unloading crews at the different terminals.

In spite of this great difference in the methods employed, the kind and character of scales used, the great difference in the kind and character of the foundations upon which the scales rest, and the prevailing discrepancies due to variations in scales which cannot be prevented; in spite of the fact that practices, permitted and used, by some Weighing Departments, and some elevator operators, in the handling and weighing of grain to and from cars, practices that are positively forbidden by other grain handlers and Weighing Departments, because unreliable, inadequate and uncertain; in spite of the fact that the testing records of grain dealer organizations prove the inaccuracy of scales and weighing equipment everywhere; in spite of the fact that weight differences, large and small, are frequently caused by dirt and moisture in the grain, and by the grain heating in transit; and in spite of the fact that the prevailing uncertainty of weights is attested to by the vast number of shipments in grain tight cars that overrun and fall short in weights; it is proposed by some of the grain shipping organizations to compel carriers to pay for differences in weight where no cause for loss while in carriers' possession is shown or has been established.

A Suggested Remedy.—All of the suggestions are intended to be constructive and in the nature of friendly criticism. They are made in the interest of greater uniformity of methods and accuracy of weights.

In view of the great variety of equipment, methods and practices, it has been suggested that there be a classification of elevators in accordance with their facilities and known methods of handling and determining the weights of grain.

To this end, would it not be well for the Council of Grain Exchanges to appoint a Com'te on Standards, the same to include one or more of the prominent grain weigh-masters, in the interest of establishing standards of equipment and methods.

In this connection, a Com'te of the American Railway Ass'n is working along similar lines. Doubtless, that Com'te would welcome the opportunity to co-operate with a Com'te on Standardization appointed by the Council of Grain Exchanges.

Geo. A. Wells, Des Moines: Mr. Maegly says that country shippers insist on payment of their claims regardless of the efficiency or accuracy of their weights. Our experience is that all roads have auditors or agents who examine the

weighing facilities of each country elevator and their claims are treated on this basis. While to some extent their weighing facilities are inefficient, we can name specific instances of car leakage. I question whether these specific instances are fair examples of business conditions.

E. H. Culver, Toledo, O.: When we get an average run of shortage on 8 or 10 cars and when cars come in with seals broken and a depression in the grain we know it is stealage. We should have better police protection. Thru the Toledo Produce Exchange we have convicted 32 grain thieves. They bore auger holes 2 inches in diameter thru car floors.

In one case where a shipper reported 200 or 300 bus. of oats short I visited his elevator and found his 216 bus. of oats were on the floor outside of the hopper.

I sent a detective to a station. He rode into Toledo on the cars of grain and there was no leakage or theft in transit, so our further investigation turned on the local agent at point of origin, with the result that the owner found his agent was short \$3,500 in his accounts.

Mr. Magnuson: The solution of the whole weighing problem lies in the hands of the railroads themselves. In the Northwest the railroads are not open in the manner in which cars are handled. There are yards where cars are repaired and no notice gets to the shipper, and while the car may have leaked there is no leak apparent upon arrival at terminal.

I believe that if railroads would keep a record of repairs in transit and let shipper know it they will arrive at a conclusion that will be satisfactory to both.

Herbert Sheridan, Baltimore, Md., read the following paper on "Natural Shrinkage":

Natural Shrinkage.

These words taken alone would impel belief that there is a certain inevitable shrinkage in grain, an immutable law of nature which subjects all grain to a loss, a deviation from the quantity originally gathered, stored or shipped. The words also imply that there can be no grain in quantity or at least that there is no such thing as an equivalent "natural increase."

Consider, please, that no scientific body has come forward with the results of calm unbiased tests of widest range to show in a convincing manner that grain of different kinds under certain conditions will both lose and gain in weight. Some evidence of loss on some grain have been presented, also some facts to induce belief in the theory of inevitable loss, while practically nothing has been brought forward to show accretion of quantity thru increased weight, although such facts can be presented. It is only fair to the entire grain trade, including all interested in it, from producers to foreign buyers, to STOP, LOOK, LISTEN.

In 1910 and 1911 certain government tests were made with some cars of corn as per Department of Agriculture—Bulletin No. 43—Contribution from Bureau of Plant Industry, Dec. 19, 1913. Some corn high in moisture content showed heavy loss in weight, while sound corn showed but slight loss. One car remaining on track, Baltimore, thirty days, showed loss of but .04 of one per cent. The cars were largely handled at an unusual time in the year for corn; moved in an unusual manner—Baltimore to Chicago and return, and while the testing and results are well enough for what was actually determined, there is no final value in this for determining the extent of natural shrinkage of grain generally, and these were wooden cars, exposed to weather whereby marked differences in weights are produced. Much corn is marketed on trips of two, four or ten days. These were 30-day tests.

Pending other tests that will point to definite conclusions, as to loss or gain in weight when handling grain, the suggestion made by James H. Warren, chief weigher of the Baltimore Chamber of Commerce, seems to have merit, for it includes several related features. He has proposed a card or tag to be tacked inside each car loaded with grain at a terminal market, same to show:

Initial and car number.
Place and date.

Name of person fitting car with grain doors.
Number of doors supplied.
Loaded at. Date.
Quantity of grain and kind loaded.
Name of elevator and scale number.
Whether car weighed at this elevator.
If weighed light insert figures.
If weighed loaded insert figures.
If weighed loaded and stencil weight of car used so indicate.
Name of loader.
Unloaded at.
Date of unloading and elevator.
Net weight of grain as determined by draughts in elevator.
Drafts of hopper scales No. 1, 2, 3, 4, 5, 6. Total.
Name of weigher employed by
Railroad.
Name of weigher employed by Baltimore Chamber of Commerce.
Condition of side doors and seals.
Condition of end doors and seals.
Car was leaking at
Car was not leaking at

At the end of each week these cards to be tabulated and sent to the forwarding weighmaster, thus revealing agreement of weights between certain forwarding and receiving elevators and discrepancies, if any, between others, whereby attention might promptly be drawn to cars improperly supplied with grain doors if found defective; to elevator scales if requiring attention and to differences in scale weights that could be set down as locating in scale variations or possible gains or losses through atmospheric effects. Checks on weight of grain into and out of cars and received in leaky cars are desirable.

Until the steel car comes into general use and the grain door problem is solved, the seal record system standardized, leaky cars will continue to trouble the merchant and the carriers involving all markets. Fifty per cent of the grain cars reaching Baltimore are leaking on arrival. One reason for leaky cars is the compulsory heavier loading, thus throwing a strain on old wooden cars. Occasionally these strains produce leaks which are overcome when straight track is again reached, even as a ship opens up under strain when this is removed, resumes former tightness. The track curvature and gradients, the tremendous jars trains encounter shift loads and aid in creating leaks. Cars are found leaking en route, repaired and no record made on card way-bill when in fairness this record should be compulsory.

Of these leaky Baltimore cars no claims are made on many of them, because most receivers ignore small shortages and many cars outside the big markets are not weighed with scrupulous care at time of loading.

The Crouch Case.—With the facts before it, Interstate Commerce Commission gave an opinion in the Crouch case (A. B. Crouch Grain Co. et al. vs. Atchison, Topeka & Santa Fe Ry. Co. et al.—I. C. C. Docket No. 7518—Submitted Feb. 26, 1915, decided Oct. 5, 1915) that a tariff deduction for natural shrinkage was proper, decided on ex parte testimony. We are certain the information was incomplete.

There have been some experiences in this field within the past year wherein the carriers first declined and then paid claims without making deduction for the so-called natural shrinkage, the courts showing the illegality of deductions. Can it be possible that the grain trade would open its pockets for the unwarranted lifting of good money therefrom, as represented in a possible general adoption of tariffs establishing such deductions, because of the opinion in the Crouch case, which it should be observed was given by the Commission with limited testimony before it.

Let us figure what this deduction might amount to: In 1915 Baltimore received by rail for export 25,000,000 bus. of wheat; allowing 1,200 bus. to the car, 29,166 cars. Usual percentage of leaky cars is 50%, so that there were possibly 14,583 leaky cars on which claims could be made; 17,500,000 bus.; $\frac{1}{4}$ of 1% of this represents 21,875 bus. @ \$1.00 per bu.—\$21,875.00; \$1.50 per car.

In 1915 Baltimore received 16,500,000 bus. of corn, allowing 1,200 bus. to the car 13,750 cars. Usual percentage of leaky cars is 50%, so that there were possibly 6,875 leaky cars on which claims could be made; 8,250,000 bus., $\frac{1}{4}$ of 1% of this represents 20,625 bus. @ 70c per bu.—\$14,437.50; \$2.10 per car.

It is not a matter of equal importance with all terminal markets that a tariff deduction for natural shrinkage does or does not prevail, for the reason that Chicago, for instance, buys grain on her weights, while the eastern markets when buying on Chicago weights if in effect would be confronted by the tariff deductions for so-called natural shrinkage.

Admit for the sake of argument that the theory of deduction of natural shrinkage is correct, then a sliding scale should be arranged. Grain which is shipped immediately after harvest should have a different deduction from grain transported in the later months of the season. It would be manifestly unfair to the farmer or interior grain dealer who carries his grain during the period when moisture evaporation would be the greatest and the grain therefore stood a natural shrinkage to again have his grain arbitrarily docked by the railroad company when transported later on, especially as such dry grain would absorb most moisture when coming to a seaboard market.

Now, having drawn your attention to the defective testing of corn, which was well enough as far as it went, but which cannot be used as a basis of loss through natural shrinkage for reasons given, let me say that I have recently compiled figures of receipts and shipments of grain at Baltimore for the past five years and the shortages are so slight as to be hardly discernible, these shortages locating in corn, which because of the different character of grain and inherent quality will not like wheat and oats freely absorb moisture.

Grain Gains Weight in Transit.—A large proportion of the total grain handled consisted of northwestern wheat and this showed a gain in weight. Oats also gained. The air along the seaboard is heavier and grain frequently accumulates weight, so that the unavoidable loss in handling is more than compensated in the additional weights thru nature's action from moisture absorption. Of course, exact results can only be obtained by the most careful weighing before and after handling, mixing and transferring of grain in the elevator and the legitimate loss therefrom duly recorded and charged to the grain.

It is a matter of record with exports of hay by a prominent Baltimore firm that notwithstanding the loading into hold of vessel and battening of hatches, excluding air as well as water, the hay gained noticeably in weight during ocean transportation as determined by United Kingdom weights. This has also been demonstrated in shorter voyages where hay has been shipped to coastwise points.

It is true that tariffs on ex-lake grain provide for deduction of $\frac{1}{4}$ of one per cent when cars are not defective, but this is not a matter of approval and is merely endured as an old practice which has not been contested. It is indefensible and may at any time become the subject of dispute, possibly formal complaint.

We contend that a tight car supplied with tight grain doors, with weighing, loading, unloading and weighing under proper system and supervision, will insure delivery at seaboard of all the grain loaded in the west.

The moral effect of dealing in exact terms without deductions, allowances or tolerances is much better for all concerned than for anything to be in existence for use in one quarter that may encourage departure from rigidity and thoroughness in that or other quarters.

We are led to ask why then should any encouragement be given carriers to make tariff deductions which really mean confiscation of property without due process of law and why should the honorable Interstate Commerce Commission not be requested by this Council or by the Grain Dealers National Ass'n to re-open its record in the Crouch case previously mentioned, I. C. C. Docket No. 7518, so that after fullest inquiries and most complete information, those opposing a tariff deduction for natural shrinkage can meet and agree upon a time to request the Commission to have testimony taken looking toward a reversal of its opinion in the Crouch case? The Iowa court decision can be used.

A prominent railroad attorney has said that deductions for natural shrinkage were technically prohibited by the Act to Regulate Commerce, which provides that the carrier shall collect freight charges on the exact amount of property transported and at the full tariff rate.

Mr. Maegly: What allowance would you make for loss in handling?

Mr. Sheridan: We contend for no allowance whatever. An inventory for five years at the Baltimore elevators showed that the loss is a mere bagatelle.

Mr. Maegly: What about records where after-sweeping showed 32 pounds per car?

Mr. Sheridan: I would consider that as showing methods were most lax. At Baltimore not enough grain is left in any car to satisfy a hungry chicken.

Mr. Magnuson: The hammer test is not as effective in showing leak as the motion of the car. There is mutual distrust between the shipper and the carrier which should be eliminated. Ninety-nine out of 100 shippers intend to be fair. The one-hundredth man has to be found and punished for the good of the others.

The carriers send out men who are inefficient to inspect elevators. Their test weights are coated with ice and they use them without removing the ice. Weights of 20 or 30 pounds on the beam look alike to them.

There might be a slight wastage between hopper and car, or car and hopper; but any definite statement of percentage of shrinkage would be wrong. Our Minnesota state authorities have ruled that 60 lbs. is all the variation that could occur, and our firm, the Northwestern Elevator Co., has, as a matter of fairness, allowed a deduction of 60 pounds from all our claims.

Mr. Sheridan: The system of weekly reports of our Chief Weigher Warren is in the line of accuracy, as they would show when western elevator weights are running over or under persistently.

C. B. Pierce, Chicago: The time has come when the grain trade must take action against the practice of adding moisture to grain. I recommend that a com'te be appointed to end this disreputable practice. It is not fair that any considerable number of the trade should be placed in a position where they can not compete in price on account of the continuance of the practice of watering.

Mr. Pierce's recommendation was adopted unanimously.

A nominating com'te was appointed consisting of H. N. Sager, E. M. Flesh, Mr. Aylsworth, Mr. Magnuson and Mr. Pfarrus.

Adjourned to 10:30 a. m., Friday.

The Banquet.

At 7 o'clock the doors of the banquet hall were thrown open and 250 grain men marched in to the strains of the band. On the menu card at each plate giving the seven courses of the dinner were also the names of the five speakers of the evening. Male and female cabaret singers aided the band in rendering popular selections.

After the guests had done justice to the dinner and the cigars had been passed, Joseph P. Griffin, pres. of the Chicago Board of Trade, made an address of welcome. In part he said:

We look to you to carry on a campaign of education to fill the composite public mind with a true conception of the functions of the grain exchanges. It is the duty of the Council to correct erroneous impressions of the functions of the exchanges.

It is hoped that the Council will continue the policy of crop improvement. I measure my words when I say no agency in this land has accomplished so much in so short a time for the farmers of the land as the Crop Improvement Com'te of the Council of Grain Exchanges.

Some of our modern economists tell us that the grain farmers are the most prosperous class on earth. Well, this is correlated with the service of the grain exchanges in maintaining an open market. No monopoly can exist without a closed market. A closed market is the antithesis of our modern grain exchanges.

John L. Messmore, of St. Louis, was introduced by Mr. Griffin as the toastmaster of the evening, a task he discharged with ability.

John J. Arnold, vice-pres. of the First

National Bank, made a thoughtful and instructive address and favored the inauguration of a tariff commission.

Julius H. Barnes of Duluth, spoke on "The Influence of the Great War in Keeping the Exporter Interested in Life." He said anyone could be an exporter. It was only necessary to take a telegraf blank and put down on the back of it the cable, discount, reinsurance, freight, rate of exchange, etc., and make offer. Next morning if the weather and conditions had not changed in Argentine and Australia you would have something else besides a bad reputation.

In August, 1914, any exporter would have assigned his job for a very small consideration.

On June 28 the heir to the Austrian throne was assassinated. On July 28 came the declaration of war by Austria against Serbia; but as late as July 28 our firm found it possible to get insurance at 1/16 of one per cent, and on July 29 3/4 of one per cent. On a premium of \$7,500 for insurance we realized \$70,000.

We loaded the steamer Floriston and insured it at 2% over invoice price. The boat sank, was raised, and brot back. We loaded it again and insured it, and it sank a second time, to stay.

Freights formerly were 4 to 8c per bu. from Atlantic ports, now they are 40 to 45c. A lake steamer can earn 100 per cent of her cost in one season; and an ocean steamer will earn its cost in six months.

It may surprise you to learn that the American merchant marine is growing rapidly; 240 vessels are building in the United States.

Much has been said against the Seaman's Bill, but I am for it. On Italian and Greek steamers the insurance rate is 25% higher than on the Norwegian or British boats, for the reason it has been found by experience that the crews with the excitable Latin temperament do not save their boats as frequently as do the Northern sailors. You want the American type of seaman when your family is on the ship. The American flag will again be seen in every clime and every land.

General L. C. Boyle, of Kansas City, Mo., delivered an able address on "Industrial Preparedness," and his hearers stood in applause.

E. C. McDougal, pres. of the Bank of Buffalo, Buffalo, N. Y., gave much interesting information in his address on "New York's New Barge Canal."

Friday Morning Session.

Mr. Magnuson: The B/L Com'te has concluded it will be well to have the pres. appoint a com'te to meet here at Chicago Feb. 1 to get together with the National Industrial Traffic League Com'te, the com'te to consist of one grain man and one traffic man from each exchange, to act as a B/L com'te to define what is wanted.

I wrote a letter to the Interstate Commerce Commission in March, 1915, suggesting that on the front part of the B/L there be inserted "Provided such terms and conditions shall not operate to reduce the measure of damages to which the shipper will be entitled under existing law."

On back of B/L I suggested leaving out "Or for differences in weights of grain caused by natural shrinkage or discrepancies in elevator weights."

Instead of 4 months I suggested one year for filing claims; and "On grain and seeds damages shall be computed on value at date owner of commodity is actually notified of loss."

Mr. Brown offered an amendment that instead of the pres. appointing the com'te each Exchange name its representatives.

C. J. Austin, of New York, asked Mr. Brown to modify his amendment to make the date for the first meeting Jan. 31.

J. W. Radford, of Chicago, suggested that the "National Industrial Traffic League" be omitted in wording the motion, as the com'te in any event would have full power to co-operate with the League.

H. Serkowich, of Cincinnati, O.: The Cincinnati Chamber of Commerce is establishing a credit buro where credit information is assembled on a master card. The Chamber supervises the collection of this information, which insures its confidential character. No business can be operated at the highest efficiency without some team work by the different firms in the business.

H. J. Atwood, Duluth, Minn.: Duluth and Minneapolis have these credit buros and we interchange information.

N. L. Moffit, St. Louis, Mo.: St. Louis also has a credit buro operated by the clearing house company and will be glad to interchange information with any other buro.

Mr. Macdonald: The Duluth and Minneapolis buros are not run by the Exchanges, but voluntarily by the commission merchants ass'ns.

John L. Messmore: At the first meeting of the Council I read a paper on a credit system, and Frank I. King offered to donate \$500 to establish the buro.

Mr. Moffit: The cost is \$10 a year to exchange members who are not members of the clearing house. We have collected 6,000 to 8,000 records of shippers and buyers. Each firm was asked to give a record of all its customers, and their firms were asked to give a statement for themselves.

H. S. Newell: At Duluth each week a report is made on the business of each shipper on his cash and futures, debits and credits.

L. H. Powell, Wichita: Wichita has no arrangement of this kind; but the lumbermen have a credit buro which is absolutely perfect.

Mr. Macdonald moved that the matter be referred to the executive com'te. Carried.

Pres. Hoit announced that as Mr. Sager was unable to serve Mr. Magnuson would take his place as chairman of the nominations com'te.

Mr. Radford: The original trade rules of the Grain Dealers National Ass'n were formulated by members of the grain exchanges. It has been suggested that a meeting be held at Baltimore next fall of joint com'tes representing the Council and the National Ass'n to consider uniformity.

The country shipper understands "terms" to mean the weights and grades of the market named.

Geo. A. Wells, of Des Moines, Ia: The territory I represent is tributary to a larger number of terminal markets than any other ass'n of shippers; and while grain goes almost exclusively to certain markets for a time, conditions change. The country shipper thinks that the phrase "destination terms" means only the weights and grades, and not all the rules of the terminal market.

Certain rules of the exchange relate to the business of the country shipper. The rules should be rewritten and cleared up and published in some form for the country shipper to give him a clearer understanding of the word "terms."

Mr. Radford moved that a member of each exchange meet with a com'te of the National Ass'n at Baltimore in October.

Mr. Messmore: Dissemination of false rumors is a subject of vital importance. Reports have been circulated that Pres. Wilson has been assassinated, that the Kaiser was dead and the Dardanelles had been forced, causing a drop of 5 cents in the market in a few minutes. This ought to be stopped.

G. A. Moore, of Kansas City, Mo.: I think it is a matter for each individual exchange to handle.

W. C. Mitchell, Duluth: I would like to have a resolution passed calling on the constituent exchanges to enforce their rules against dissemination of false rumors.

Pres. Hoyt: The thought I have is the viciousness of disseminating rumors to increase commissions.

A com'te of three was appointed to draw up the resolution, which was presented in the afternoon by Mr. Macdonald and adopted as follows:

CIRCULATION OF FALSE REPORTS.

RESOLVED, by the Council of Grain Exchanges in convention assembled Jan. 21, 1916, in Chicago that it is the sense of the delegates that the dissemination of false and misleading information for the purpose of influencing markets is commercially and ethically reprehensible and indefensible from any point of view, and that those who are guilty of such wilful misconduct are unworthy of membership in any grain exchange. Be it

RESOLVED, that the Secretary of the Council of Grain Exchanges is hereby directed to call the attention of the constituent members to the fact that circulation of misinformation for the purpose of influencing the markets has been and is likely to be continued unless each exchange enforces its rules or formulates rules for enforcement. Be it

RESOLVED: That the Sec'y is directed to ascertain the exchanges in which grain is traded in for forward delivery that now have rules which forbid such uncommercial conduct; and that copies of said rule or rules be transmitted to those Exchanges not having similar regulations with the recommendation that some rule covering this subject be adopted and enforced. Be it further

RESOLVED: That all the Exchanges with or without rules be requested to use due diligence in the apprehension and eviction of those who circulate false and misleading reports of any character.

TRADING IN 1,000-Bushel Lots.

Mr. Macdonald: There is considerable interest in trading in 1,000-bu. lots, as we have received letters from different exchanges asking what has been the effect of such trading upon the exchange.

The 5,000-bu. lot is too large for the country shipper who desires to hedge.

G. A. Moore, Kansas City: I am against it, tho our exchange is considering it. But it would invite a class of trade that would not do the business any good.

Mr. Macdonald: The government in a circular on handling grain in Kansas referred to the weakest link in the Kansas elevators as the failure of the country dealer to hedge. The market, I take it, is designed to be of service. I do not see how trading in 1,000-bu. lots can promote gambling. It lies in the hands of the exchanges to prevent it if they wish.

Pres. Hoyt: The Chicago Board has a large trade in fractional lots of wheat, and contemplates inaugurating it in coarse grains. There is an easy opportunity for one with \$25 to \$30 to make a trade. In wheat 25 per cent of those who hedge at all do so in small lots.

Mr. Messmore: This is a matter for the individual exchanges. We tried it at St. Louis, but it soon died out.

Adjourned to 2 p. m.

Friday Afternoon Session.

Bert Ball, of Chicago, sec'y Crop Improvement Com'te: "I have been in close correspondence with Iowa and Indiana universities in getting speakers and in Minnesota there are 2,000 clubs alone that ought to have the work carried to them. The problem is to get something that will put this work into every school-house. If we put this up as an amusement we can 'put over' anything. People are tired of being lectured; they want to be amused. We take the county agent and put him into a story. We are tired of the crime stories and want sweet stories."

"We have four films taken from the story of grain. We plan to gather all films that have scientific value and have them on file to be used as a permanent proposition."

Four reels of film were run thru a moving picture machine using incandescent light and projecting the scenes on a small screen back of the speaker's table in the convention hall. The films shown included harvest scenes, crop improvement work, grain exchanges trading in cash grain and futures at Chicago and Kansas City, the Minneapolis milling district, and the shipping of Duluth-Superior.

Mr. Ball stated that the poor light available when the films were made in the exchange halls was responsible for the lack of clearness. Those taken in the open air were good.

Frank W. Murphy, of Wheaton, Minn., county agent, delivered an address on "The Influence of the Crop Com'te on Community Life in West Central Minnesota," from which we take the following:

We are coming to understand that it is possible for a man to do some unselfish work for the good of humanity. When the last account shall be entered in the record of your life work nothing will count except what you have done for your fellow man.

The greatest question before you to-day is the country life problem. The little woman on the Minnesota farm is sending out her appeal for a change in her home conditions. The greatest little man in this country to-day is Bert Ball. Are we not all agreed that regardless of whether we are individually interested financially in farming we are as American citizens directly interested in improving rural conditions in the United States?

I am here this afternoon, coming from the state of Minnesota, to pay my tribute to what you have done to improve rural life conditions in the middle west. You have aided the farmer in helping himself. Nowhere in the world at any time in history have a cleaner, finer people lived than in rural America.

There must be provided in rural districts places for people to get together. In my town we have just completed a new building to take care of the industrial work of the school such as there is nowhere in the world. There should be a county farm bureau in every county.

NEW OFFICERS: Mr. Magnuson, chairman of the nominations com'te, offered the following names of officers for the ensuing year, and they were elected by the sec'y casting the unanimous ballot:

Pres., John L. Messmore, St. Louis, Mo.; 1st v. p., Geo. A. Aylsworth, Kansas City, Mo.; 2d v. p., W. J. McCabe, Duluth, Minn.; 3d v. p., Chas. Kennedy, Buffalo, N. Y.; treas., John W. Snyder, Baltimore, Md.; executive com'te, C. A. Brown, Minneapolis, Minn.; F. E. Pond, Buffalo, N. Y.; L. W. Forbell, New York, N. Y.; A. R. Templeton, Milwaukee, Wis.; H. M. Brouse, Cincinnati, O., and E. P. Peck, Omaha, Neb.

John W. Snyder: For convenience in signing checks the pres. and sec'y should be in the same city.

Pres.-elect Messmore took the chair and received congratulations on his election.

Adjourned sine die.

IN ATTENDANCE.

Baltimore: Herbert Sheridan and John W. Snyder, rep. Chamber of Commerce.

Buffalo: Fred E. Pond and F. J. Schonhart, rep. Corn Exchange, and E. C. McDougal.

Cincinnati: H. M. Brouse and H. Serkowich, rep. Chamber of Commerce.

Duluth: H. J. Atwood, C. A. Macdonald, M. L. Jenks, W. C. Mitchell, Julius Barnes and H. S. Newell, rep. Board of Trade.

Kansas City: Geo. A. Aylsworth, W. B. Lathrop, G. A. Moore and E. O. Moffatt.

Milwaukee: H. A. Plumb, A. R. Templeton, W. P. Bishop and Chas. Comly, rep. Chamber of Commerce.

Minneapolis: C. A. Brown, C. A. Magnuson, Col. W. P. Tuttle and J. Austin Regan, rep. Chamber of Commerce.

New York: C. J. Austin, rep. Produce Exchange.

St. Louis: Eugene Smith, John L. Messmore, Roger P. Annan, Jr., Geo. C. Martin, Jr., Ed. M. Flesh, N. L. Moffit and Thos. B. Teasdale, rep. Merchants Exchange.

Toledo: E. H. Culver, Fred Jaeger, E. L. Southworth and J. A. Smith, rep. Produce Exchange.

Wichita: L. H. Powell.

Chicago Board of Trade members present included, among others, J. P. Griffith, J. C. F. Merrill, Lowell Hoyt, S. P. Arnot, F. B. Rice, J. E. Brennan, G. A. Wagener, H. N. Sager, Frank G. Coe, C. B. Pierce and J. W. Radford.

Others present were: H. Aabel, chief grain inspector, Burlington, Ia.; N. S. Beale, Tama, Ia.; Herman W. Danforth, Washington, Ill.; E. B. Hitchcock, Urbana, Ill., sec'y Illinois Grain Dealers Ass'n; Geo. Livingston, Office of Markets, Washington, D. C.; A. L. Middleton, Eagle Grove, Ia.; J. A. McCreery, Mason City, Ill.; H. H. Palmer, Hillsdale, Ill.; Lee G. Metcalf, Iliopolis, Ill., pres., and Chas. Quinn, Toledo, O., sec'y of Grain Dealers National Ass'n; W. J. Ray, Colo., Ia., sec'y Iowa Farmers Grain Dealers Ass'n; Chas. B. Riley, Indianapolis, Ind., sec'y Indiana Grain Dealers Ass'n; W. S. Washer, Atchison, Kan., and Geo. A. Wells, sec'y Western Grain Dealers Ass'n, Des Moines, Ia.

Embargo Lowers Price of Wheat.

One effect of the recent embargo placed by the Santa Fe Ry. on wheat destined for export via the Gulf of Mexico, was to reduce the price of Santa Fe wheat in the state of Kansas. Wheat for shipment over that road was consequently quoted at 2 to 3c per bushel under the quotation for grain on other railroads.

The situation is now cleared up considerably not only on the Santa Fe but other Kansas grain roads. The Missouri Pacific is receiving shipments for Westwego, its seaport terminals, providing it is shown that cargo room has been chartered.

The Santa Fe is receiving grain from shippers who have arranged for storage at Galveston wharf elevators. This relief is only temporary, however, as unless vessels are received more regularly the elevators will soon be flooded.

The Rock Island, as late as Jan. 10, still had in effect its embargo on wheat consigned to Westwego or Galveston.

THE ACREAGE of wheat in India is placed at 27,607,000 acres, compared with 27,000,000 acres a year ago. Condition of the crop is reported as good.

NATIONAL STANDARDS for grading grain will be provided in a bill to be drafted by a special com'te of the House of Representatives, recently appointed, and consisting of Thos. L. Rubey of Missouri, Michael K. Reilly of Wisconsin, Jas. C. McLaughlin of Michigan, Gilbert N. Haugen of Iowa and Dudley Doolittle of Kansas. This com'te will report to the Agricultural Com'te. The com'te is giving hearings on the Moss bill and the Lever warehouse bill. H. E. Emerson, chief grain inspector of Minnesota, and O. P. B. Jacobson, rep. the Minnesota Railroad & Warehouse Commission, appeared in opposition.

Feedstuffs

J. J. KENNEDY, Zelenople, Pa., has constructed a three-story feed warehouse, 30 x 60 feet.

THE DES MOINES Flour & Feed Co., Des Moines, Ia., has purchased the feed mill of Newcomb Bros., Mason City, Ia.

THE YUKON Mill & Grain Co., Yukon, Okla., is sending the feed trade a large wall calendar advertising its "Good Luck" brands.

MACHINERY and equipment for the manufacture of feed have been purchased by the Uniontown Cotton Oil Co., Uniontown, Ala.

THE SPARTAN Grain & Mill Co., Spartanburg, S. C., is installing machinery for the manufacture of cottonseed meal, horse, dairy and poultry feeds.

A FEED MILL of 50 tons daily capacity will be erected at Norfolk, Va., by the Norfolk Feed Milling Co., recently incorporated with \$25,000 capital stock.

SIDNEY, O.—The Alton Feed Co. has been incorporated with \$15,000 capital stock by B. T. Bull, L. E. Marrs, H. E. Bennett, E. L. Alton and W. L. Alton.

A RECENT cost-finding campaign conducted by the Central Kentucky Millers Ass'n revealed the cost of feed per sack, exclusive of any wheat content, as \$1.45.

THE INTERSTATE Commerce Commission has cancelled the proposed higher ratings on animal, poultry and pigeon feed, not medicated, in less than carload lots.

FOR THE 11 MONTHS ended Dec. 1, 1,981,000 tons of cottonseed was crushed in the United States, 493,000 tons less than for the corresponding period of 1914.

THE BUCKEYE Cotton Oil Co., Augusta, Ga., will shortly establish a feed mill for the manufacture of cattle feed. Contract for erection of the building has been awarded.

THE UBIKO Milling Co., St. Bernard, O., which recently lost its feed plant valued at \$100,000 thru fire, has contracted for a new plant of larger capacity than the one destroyed.

THE N. SAUER Milling Co., Cherryvale, Kan., is considering the addition of 100,000 bus. of concrete storage to its feed manufacturing plant. Construction will start early in the spring.

THE CALIFORNIA Food Products Co., Los Angeles, Cal., has been incorporated with \$1,000,000 capital stock by C. D. Crouch and others to manufacture cottonseed meal, oil and other by-products.

THE SEED warehouse of the Midlothian Oil & Gin Co., Midlothian, Tex., was destroyed by fire on Jan. 10, the loss being estimated at \$100,000. More than 3,000 tons of cottonseed, stored in the building, was lost.

PEORIA received 5,040 tons of feedstuffs in December, 1915; compared with 5,422 tons in December, 1914, and shipped 17,762 tons; compared with 9,431 tons in December, 1914.—John R. Lofgren, sec'y Board of Trade.

THE INDEPENDENT Feed & Fertilizer Co., Indianapolis, Ind., has been incorporated with \$10,000 capital stock by Judson Hayden, Henry Sanders and S. H. Isaacs. The company will buy and sell feeds and fertilizer.

THE MUTUAL Millers & Feed Dealers Ass'n of Western New York and Pennsylvania will hold its next quarterly meeting at the Statler Hotel, Buffalo, Jan. 28.

A SHIPMENT of 210 sacks of horse beans, made two years ago from San Francisco to Chicago, was seized by the Government on Jan. 14, which alleged the product was unfit for feed. The beans were infected by maggots, but 30% had been fed to horses before the seizure.

THE MEMPHIS Cotton Hull & Fibre Co., Ltd., London, Eng., and Memphis, Tenn., has registered the word "Headlight," set against a background of black within a circle, as a trade-mark for its mixed feed for cattle, horses and mules, claiming use of the term since July 12, 1915.

RATES on blackstrap molasses from Mobile, Alabama, New Orleans and other points in Louisiana to Omaha have been found by the Interstate Commerce Commission not to be unreasonable, and the complaint by the Omaha Grain Exchange in the interest of alfalfa feed manufacture has been dismissed.

MILWAUKEE, WIS.—Brewers grain and malt sprouts will be the specialties of the new feed company organized with \$10,000 capital stock by Francis Duhne, Max Hottelet and Ernest E. Hottelet as the Francis Duhne Milling Co., which has taken a lease on the elevator formerly occupied by Chapin & Co.

A NOTICE of proposed increases in freight rates on cottonseed meal from Texas to Kansas points has been filed with the Kansas Public Utilities Commission. The proposed increase amounts to 25% and is to become effective Feb. 11 unless a protest is filed by the state commission with the Interstate Commerce Commission.

THE INTERNATIONAL Sugar Feed Co., Minneapolis, Minn., has registered the words "Dan Patch" above the design of a horse's head as a trade-mark for its horse feed, claiming use of the term since Jan. 31, 1914. Another brand of the same kind of feed has been registered by the company under the design of an arrow, set within an oblong border of small triangles.

A RATE of 5c per 100 lbs. on millfeed from Minneapolis to Duluth or Superior over the Omaha, Great Northern or Northern Pacific rrs., has been granted by the Interstate Commerce Commission. Shippers have the privilege of free storage at Duluth, Minn., or Itasca, Wis., and it is understood the feed must be re-shipped from the storage points all-rail before April 30.

KANSAS CITY, Mo., Jan. 11.—We have just completed an addition to our plant which will be devoted exclusively to the manufacture of poultry feed. The section will be equipped with modern machinery for blending and mixing an absolutely even and uniform food. The operation of this plant will greatly increase our capacity, giving the minimum of manufacturing expense.—J. G. Peppard Seed Co.

IMPORTANT CHANGES during 1915 made in the feed laws of the United States, include the increasing of the Alabama license fee from \$1 to \$2. Ohio has reduced its fee from \$25 to \$20; however, the payment of this is voluntary on the part of the licensee, owing to the suit now pending in the Franklin county courts, which will be heard in the near future.—W. G. Crocker, mgr. Feed Dep't, Washburn-Crosby Co.

D. W. MARKS and L. P. Anderson have taken over the feed and grain business of E. E. Anderson, Covington, Tenn., who has entered the grain brokerage business at Memphis.

THE MILL, feed storage plant and elevator of the Bagg Co., Conewango Valley, N. Y., burned on Jan. 14, the loss being estimated at \$50,000. Six loaded Erie freight cars were also destroyed.

A DIVIDEND of 6% has been declared by the American Milling Co., Peoria, Ill. Three per cent was paid on Jan. 16 and the balance will be paid July 15. The plant specializes in the manufacture of mixed feeds.

W. E. PALMATIER, manager of the Omaha Alfalfa Milling Co., Omaha, Neb., will sever his connection with that company in the near future and expects to spend some time in Florida in an effort to regain his health. J. F. Hughes, president of the company, will manage the business after Mr. Palmatier's departure.

EMPORIA, KAN., Jan. 17.—We have recently installed a new alfalfa mill, twin dust collector, new corn meal roller, and enlarged our warehouse. This vicinity has 40,000 acres of alfalfa, with two mills, both grinding steadily. We have a large local consumption, 40,000 sheep being fattened on the meal.—Alfalfa Milling Co.

THE INTERSTATE Commerce Commission on Jan. 24 heard the complaint of F. H. Price & Co., and R. W. Lightbourne, Jr., feed manufacturers of New York, against lake and rail carriers which refuse to consider claims for damage unless filed within 30 days. An extension of time to 90 days is asked, as frequently shipments do not reach their destination in the time now specified.

THE MOLASSES feed plant of the Savannah Milling Co., recently incorporated at Savannah, Ga., will be completed about Feb. 1. It is of concrete construction, with modern machinery furnished by Sprout-Waldron & Co. Storage capacity is provided for 20,000 bus. of grain and 24,000 gals. of molasses. F. G. Beckman is pres. and gen'l mgr. of the company, which has \$50,000 capital stock, of which \$15,000 is paid in.

Exports of Feeding Stuffs.

Exports of feeding stuffs during October, 1915, compared with October, 1914, and during the ten months ended Nov. 1, 1915, compared with the corresponding period ended Nov. 1, 1914, according to the report of the United States Bureau of Statistics, were, in tons, as follows:

	November, 1914	1915	10 mos. ended 1914	Nov. 1, 1915
Bran and middlings	677	2,274	2,627	15,541
Dr. Grns. and mlt. spts.	54	97	29,116	1,758
Mills feeds	2,695	662	36,845	15,176
OIL CAKE AND OIL CAKE MEAL (LBS.)				
Corn	4,969,000	.....	41,408,208	27,496,019
Cottonseed meal	41,427,489	12,301,385	65,856,013	146,130,507
Linseed or flax-seed	26,675,246	42,713,557	379,600,435	507,849,796
All others	167,605	254,249	9,214,258	16,438,408

BAKING TESTS to determine the usefulness of sprouted wheat are reported in Canad. Miller and Cerealists, 7, 1915, by R. Harcourt. The author found that a wheat containing 10% of slightly sprouted grains may still produce a flour that will make good bread. The sprouts measured from 1/4 to 1/2 the length of the kernels. Badly sprouted wheat was considered practically useless for milling purposes.

Seeds

CHESTER, IA., Jan. 15.—Timothy seed good.—Geo. Owens, agt. Huntting Elvtr. Co.

ALBERT McCULLOUGH, pres. of J. M. McCullough's Sons Co., seed dealers of Cincinnati, O., died recently.

SEED BEANS will be supplied Michigan growers next season by the Farmers Federation of St. Clair County, Port Huron.

L. E. HARTVIGSEN, a flaxseed expert of Nokomis, Sask., has asked the Canadian Dep't of Agriculture to establish a flaxseed branch.

MUSKOGEE, OKLA., Jan. 12.—We have quite a supply of alfalfa, kafir, milo, cane and cow peas in this section.—Muskogee Grain & Com. Co.

PHILADELPHIA, PA.—The Philadelphia Seed Co. has doubled its \$25,000 capital stock. Clarence A. Neal is pres. and James C. Rupp sec'y of the company.

A FRAME SEED storage warehouse will be built by the Harvey Seed Co., Buffalo, N. Y. Plans for the building, which will be a one-story structure, have been completed.

LATHAM, KAN., Jan. 17.—Kafir corn in this section extra fine quality this year. We have our capacity about filled with fine seed.—E. A. Riley, of E. A. Riley Lumber Co.

CANADA'S SEED grain dep't, which has been operating at Winnipeg for some time, has been moved to Ottawa where accounts will be kept in the future and collections made.

MONTEZUMA, KAN., Jan. 20.—Twenty cars of maize, kafir, feterita and cane seed have been shipped from this town within the last season.—M. J. Long, mgr., Morton Grain Co.

THE SEED and castor bean com'te, selected by the Merchants Exchange of St. Louis for the year 1916, is composed of Adolph Corneli, chairman; J. P. Berger, A. J. Barnidge, and R. W. Pommer.

MINNEAPOLIS received 1,113,210 bus. of flaxseed during December, 1915, compared with 1,015,000 bus. during December, 1914; shipments were 169,410 bus., compared with 60,610 bus. for December, 1914.

MOORESTOWN, N. J., Jan. 19.—Seed crops as a whole were short this year and we do not believe any considerable quantity will be carried over. Farmers are not holding large quantities for war prices.—Stokes Seed Farms Co.

GUYMON, OKLA.—Our country is becoming widely known for producing matured seed of highest germination. The 1915 crop was the largest and best grown and shipments go out to all parts of the United States.—Claycomb Seed Store.

E. H. CULVER, chief grain inspector at Toledo, O., is advising dealers to obtain good seed oats. As the oats in states near Toledo are undesirable, seed dealers should contract for a better grade at once, as poor seed would result in a poor yield and quality.

ONE SEED of cotton, if given all possible skill and care, will produce 80,000,000 seed in six years, according to a Government botanist. The same man quotes an actual instance of the production of 11,000 bus. pure wheat seed in five years from a single grain.

FIRE on Jan. 12 damaged the plant of the Rush Park Seed Co., Waco, Tex., to the extent of \$18,000, fully covered by insurance. The blaze was of unknown origin.

HELENA, MONT., Jan. 11.—The State Nursery will build a \$30,000 seed house of brick and concrete, with modern machinery, at this point, work to be started as soon as weather will permit.—A. E. Holtby, mgr., T. C. Power Co.

TRADING of futures in kafir corn will be voted on by the Kansas City Board of Trade on Jan. 28. It is intended to make No. 2 white the contract grade, but No. 3 white will be deliverable at a penalty of 3c per 100 lbs. Trading will be in lots of 1000 bus. or over.

A GUIDE for determining varieties of corn adapted to Oklahoma conditions is given by A. Daane and F. F. Ferguson in Okla. Agri. Col. Ext. Div. Circ. 16, 1915, the authors dividing the standard grades into five groups and giving descriptions of each, with directions for special seed selection.

THE ADAMS SEED Co., Decorah, Ia., has moved to its new quarters in the Marsh Bldg., and when the contemplated improvements have been finished the plant will be as modern as any in the state. A new set of cleaning machinery will be installed, while a large space in the rear of the building is devoted to drying.

NEW YORK.—The situation with respect to grass and clover seed to-day is so peculiar that an accurate idea as to quality can not be obtained by purity and germination tests alone. In many cases seed with 98% purity is worth one or two cents per pound more than the seed having 99% purity.—Nungesser-Dickinson Seed Co.

S. M. ISBELL Co., and the Eldred Milling Co., Jackson, Mich., have filed complaints with the Interstate Commerce Commission alleging that a switching charge of \$3 is being made on beans in addition to the regular transit charge. It is also claimed that certain transit privileges have been denied, including the milling of grain.

OWENSBORO, KY., Jan. 20.—This section has an abundance of clover seed, but it is of poor quality. Indications are that not much has been sold as yet, and later farmers will no doubt buy off grade stuff from each other. Too early to tell definitely about alsike, but predict a better demand than heretofore.—Ohio Valley Seed Co.

ST. PETER, MINN., Jan. 12.—Medium red and mammoth clover seed crop very short, alsike nearly normal and timothy full crop. Farmers of the northwest seem to be holding timothy and clover seed for higher prices. Very little seed will be carried over until next season. We expect the acreage next year to be about normal.—E. C. Davis Seed Co.

IOWA faces a serious seed corn situation. The state should have approximately 2,000,000 bus. of seed corn for 1916, or about 20,000 bus. to each county. Only a few counties have such an amount. The condition of the seed corn this year makes the testing of each ear separately, especially necessary. Reports are common where old seed, that tested strong last spring, fails to give a strong test now. Seed will be so scarce next spring that every lot of seed obtainable should be tested, even though a large per cent must be discarded.—Agri. Extension Dept. Iowa State College.

THE FLAXSEED inspection com'te of the Chicago Board of Trade as recently appointed for the ensuing year is composed of J. J. Fones, Adolph Kempner and Henry H. Newell. The arbitration com'te on grass and field seeds is composed of Adolph Kempner, Geo. S. Green, C. A. Heath, J. E. Brennan, Ed. A. Doern, A. L. Somers and T. M. Hunter.

THE WEST VIRGINIA law providing for the tagging and labeling of all kinds of seed is being strictly enforced by the state commissioner of agriculture. Tags must give the commonly accepted name or variety of seed contained in the bags, name and address of seedsman, agent, importer or dealer, statement of purity, germinating power and the locality where grown.

TOLEDO, O.—Clover seed accumulates in the fall. It melts away with the spring snows. Stock here decreases freely during March, February and generally in April. Spring weather makes a big difference with the movement. An average decrease would absorb our present stock. Decrease in 1915 was 31,680 bags against 28,900 in 1914; 24,710 in 1913 and 20,300 in 1912. The last two were short crops and with prices higher than at present.—C. A. King & Co.

MARYSVILLE, O., Jan. 19.—Some red clover has been carried over. The quantities are small. The new crop of course, was practically a failure. There are scattered lots of timothy, but no alsike. Most of the seed is held at prohibitive prices and we are having to ship in most of our seed. No alfalfa is saved for seed in this section and we are finding it almost impossible to pick up alfalfa of good grade any place in the country. The prospect for new clover is very good at present.—O. M. Scott & Sons Co.

TOLEDO, O.—Clover seed has ruled within a narrow range this week. Trading has been the lightest for some time. Holders seem as confident of their position as those on the short side. They are expecting the cash demand to pick up soon, but, of course, that depends largely on the weather. Zero weather doesn't enthruse one to anticipate future requirements, especially at these prices. Much of the stock here is unhedged. Quite a little in our opinion is hedged by sales of March. As the cash is sold, naturally the March will have to be bought in. Should the demand for the actual seed be heavy, and, come all at once, it could very easily cause a stampede amongst shorts and a big bulge.—J. F. Zahm & Co.

Imports and Exports of Seeds.

Imports and exports of domestic and re-exports of foreign seeds during October, 1915, compared with October, 1914, and for the ten months ended Nov. 1, 1915, compared with the corresponding period ended Nov. 1, 1914, as reported by A. H. Baldwin, chief, Bureau of Statistics, were in pounds, as follows:

	IMPORTS			
	October, 1914	1915	10 mos. ended Nov. 1, 1914	1915
Caston beans, bus.	58,201	44,810	905,179	720,611
Flaxseed, bus.	1,240,780	1,277,061	8,084,497	11,688,020
Red clover	22,468	242,102	4,754,794	8,227,008
Other clover	827,668	457,879	17,885,160	9,286,859
Other grasses	1,388,329	395,319	31,250,297	23,548,448
EXPORTS				
Clover	495,035	690,447	3,233,421	7,017,355
Timothy	719,359	1,164,487	9,527,891	12,624,459
Other grasses	345,631	439,315	3,163,527	2,790,780
Flaxseed, bus.	19	156	23,635	4,758
EXPORTS OF FOREIGN SEEDS				
Clover	.....	.....	.....	17,531
Other grasses	.....	.....	85,706	22,242

From the Seed Trade.

PUEBLO, COLO., Jan. 18.—No alfalfa seed will be shipped next season from this station, as owing to the continued wet weather the seed did not mature. Prospects are good for a large crop of Mexican pinto beans. The Arkansas Valley of Colorado will ship over 75 carloads to southern and eastern markets, crop of 1915. Seed corn of early maturing varieties will be plentiful and of good germination. Some fields averaged 90 bu. per acre. Owing to the dry climate of Colorado, seed corn does not have to be kiln dried. No seed of any amount has been carried over from 1914, and there is no seed being held for war price.—Pierce Seed & Produce Co.

LONDON, ENG., Jan. 3.—The market for clover and grass seeds is strong, prices are likely to advance as the usual January and February orders are placed. Early buying is advisable on account of the delay in transport, which already great, is likely to become greater in the future. Small supply of English red clover seed. French, Italian and Chilean helps to supply the shortage of English, of which there is only a small quantity offering. White clover market is firm, with rising tendency. Alsike is of magnificent qualities, market steady. Perennial and Italian ryegrass maintain prices at the recent advance. The delays and difficulties of transport is greater than is generally appreciated.—C. W. LeMay & Co.

TOLEDO, O., Jan. 21.—Clover seed is on the eve of demand. Stocks accumulate during the fall and winter. When prices are low there is often good fall demand. When high, purchasers await spring in hope of better prices. Sometimes they are rewarded. Some times not. Stocks at Toledo around 25,000 bags. Early part of January they increased against decrease year ago. Shipments increasing now and decrease in stocks about beginning. Most of the seed is in strong hands. Holders have exhibited patience. They are counting on a generous spring demand. Foreign seed projects a river of doubt into the situation. Already been considerable imports. More on the way. Much may arrive too late. The freight situation makes shipments difficult. Demand is often slow in starting. Sometimes comes with a rush. Prices often advance rapidly under such conditions. Some think market may advance a dollar in a week when the trade takes hold and seed houses remove hedges.—Southworth & Co.

Flaxseed Import Duty Revised.

A decision rendered Jan. 20 by Judge Hay of the Board of General Appraisers at New York will subject importers of that grain to heavy penalties for alleged undervaluation. The duties, saved to the Government, are variously estimated from \$2,000,000 to \$3,000,000 annually.

The flaxseed involved in the decision was imported to New York by the Midland Linseed Products Co., and Spencer Kellogg & Sons, from H. J. Coney, of Buenos Aires. Heretofore it has been the practice of importers on the Atlantic coast to invoice the flaxseed and screenings separately. The duty paid on the flaxseed would amount to 20c per bushel of 56 lbs., while the screenings would be classed as waste and rated at 10%. It was generally valued at about \$4 per ton and made up about 4% of the total flaxseed imports. In the shipment at issue this waste was estimated as worth \$4 per

ton, but that figure was advanced by the appraiser to \$40 per ton, assessing a heavy penalty not only upon the importers in the present controversy but establishing a precedent for the future guidance of others.

Import Statistics Erroneous.

For many years the grain trade, and particularly the seed trade, has labored under inaccurate and misleading statistics of imports. At New York, for example, the imports of "clover seed" have been pure guesswork by the officials, the figures including other grass seeds having nothing in common with clover.

The demand by a number of industrial organizations for greater detail in the presentation of our government statistics led to a study of the statistics by a special com'te of the Chamber of Commerce of the United States, A. W. Douglas of St. Louis, chairman, on Jan. 12 reported that the percentage of error in some cases amounts to as much as 25 per cent.

The com'te recommends that a test should be made at the earliest convenience of the officials of the New York Custom House for the purpose of showing the present variations between the liquidated returns and the returns as ordinarily compiled by the statistical bureau of the custom house. The broker or importer in all custom house districts should be required to file, as a part of his declaration, the statistical list or slip, containing enumeration of imported articles in detail, as now required by Paragraph "F" of the Tariff Act of October, 1913. A statistical statement of imports, according to the country from which shipped, should be compiled as of the time when the goods pass from the United States Custom House and not as of the time when landed in the United States.

The com'te recommends the abolition of the publication of average values per unit and the discontinuance of five other useless and labor wasting compilations.

Bumblebees Pollinate Clover.

Pollination of red clover and seed production are discussed by J. M. Westgate and H. S. Coe in U. S. Dep't Agr. Bull. 289, 1915, the authors discussing their endeavors to secure cross-pollination and self-pollination at the Ames experiment station.

The number of pollen grains germinating on the stigmas of 30 flowers used in the experiment, ranged from three to 25 in each flower. Twenty flowers which had been self-pollinated for 90 hours showed that one pollen tube had attained a length of 7.5 mm., while others were 5 mm. or less in length. The longest tube would have required another 48 hours to reach the ovules or about 6 days to traverse the distance from stigma to ovule. It is believed, therefore, that in cases of self-pollination the pollen tubes do not reach the ovules in time to effect fertilization. In the 30 flowers which had been cross-pollinated, however, fertilization took place in all after 55 hours. It is therefore concluded that clover flowers must be pollinated by some agency before any seed is produced.

Experiments proved that clover is practically self-sterile and that pollen must come from a separate plant in order to effect fertilization. For this reason the bumblebee is an efficient cross-pollinator of red clover, being able to pollinate from

30 to 35 flowers per minute. In 1911 the honey bee proved as efficient in this respect as the bumblebee. When precipitation was considerably below normal during June, July and August, of that year, and but few nectar producing plants were to be found, the honeybees collected large quantities of pollen from red clover. In collecting pollen the bees must spring the keels of the flowers, in this way cross-pollinating.

A clover cross-pollinating machine has been recently placed on the market, but this has not proved to be a success with red clover, as where the machine, or brushes have been used, the yield of seed was generally decreased. This was no doubt due to the bristle of the brushes injuring the flowers. As yet no cross-pollinator has been found which will compare with the bumblebee.

MEXICO is expected to develop a big demand for corn as soon as the Carranza government becomes firmly established. The interior has been so demoralized that the inhabitants could neither plant and harvest or import corn. Grain already harvested has been stolen by the soldiers and the standing crops have been burned. It is said the 1915 corn crop was but 55,000,000 bus.; against a normal of 130,000,000 bus.

Crop Improvement Notes.

THE FIFTH annual farmers institute, including a corn show and short course, was held at Yankton, S. D., during the second week of January.

VERNON ADAMS of Winnebago, Minn., won the gold medal as the champion boy corn grower of Minnesota in 1915. His crop was 88.8 bus. per acre.

THE ANNUAL CORN show of the Iowa Corn and Small Grain Growers Ass'n will be held at the Iowa State College, Creston, from Jan. 31 to Feb. 5.

COUNTY AGENTS employed in 33 northern and western states during 1912 numbered 4, increasing during 1913 to 140. On July 1, 1914, this number had grown to 230, July 1, 1915, 355, and on Nov. 1, 1915, 383.

THE SILVER loving cup offered by the Northern Elevator Co., of Manitowoc, Wis., to the farmer securing the largest number of points at the grain show of the Community Institute was won by A. H. Bauer.

ONE OF THE PRIZES awarded at the Missouri State Corn Show, on Jan. 7 for the best bushel of corn, was a premium valued at \$120, while scores of prizes of a smaller value were given. The show this year was held at Columbia and was largely attended.

AT THE INDIANA State Corn Show at Lafayette, Jan. 12, John A. Stainbrook of Franklin won first prize for best 10 ears of white corn, L. M. Vogler of Hope for yellow corn and C. A. Brown of Franklin for mixed corn. The state corn growers ass'n elected I. Newt. Brown of Franklin, pres., and Professor Geo. I. Christie of Purdue University, sec'y-treas., for the ensuing year.

THE SEED Commission of Uruguay is completing arrangements for a national wheat exposition to be held Mar. 26 to Apl. 2 at Guadalupe. Co-operating to make the exposition a success are the Government, rural societies, railways, merchants and manufacturers. Exhibits will be received from all farmers cultivating not less than 25 acres of land, and more than 100 prizes will be awarded.

Grain Trade News

ARKANSAS

Hot Springs, Ark.—George Whiteman, of New York, has been placed in charge of the recently established office which Logan & Bryan, of Chicago, Ill., have opened in the Arlington Hotel.

Little Rock, Ark.—We have succeeded the Munn Brokerage Co. Cecil E. Munn is pres. and Claude M. Burrow, sec'y-treas. of our company which does a straight brokerage and consignment business. The capital stock is \$5,000.—Munn-Burrow Brokerage Co.

CALIFORNIA

Stockton, Cal.—The Frank A. Guernsey Grain Co. has engaged in the grain business with a capital stock of \$75,000.

CANADA

Vancouver, B. C.—The new 1,000,000-bu. government elvtr. on the Burrard Inlet, is practically completed.

Montreal, Que.—A. T. Lane, the oldest employe of the Montreal Warehousing Co., died Jan. 10, aged 76 years.

Winnipeg, Man.—S. A. McGaw, who has been mgr. of the Western Canada Flour Mills, Ltd., for 10 years, has resigned.

Moose Jaw, Sask.—I. H. Blood, mgr. of the branch office of the Norris Grain Co., has been transferred to Wichita, Kan.

Daysland, Alta.—The new elvtr. under construction for the Burrard Grain Co. will have a capacity of 30,000 bus. or more. It is located on the C. P. R. R. about 60 miles east of Edmonton.—C. A. Dykeman, of Imperial Elvtr. & Lumber Co.

Ft. William, Ont.—On account of complaints received, the board of grain commissioners will discuss the shipping of grain from the elvtrs. at Port Arthur and this point all rail to eastern points on Jan. 25 in the Grain Exchange Bldg.

Montreal, Que.—Robert Archer, aged 78 years, a prominent grain dealer of this city, died Jan. 7 following an illness of 4 months' duration. He was pres. of the grain company, operating as Archer & Co., and was a member of the Corn Exchange and the Board of Trade for many years, having served as pres. of the latter at one time.

Quebec, Que.—The Board of Trade of this city has requested the exchange at St. John to indorse a proposal to be sent to the government at Ottawa asking for the erection of elvtrs. in Halifax, St. John and Quebec, with a capacity of 10,000,000 bus., to insure that grain originating on the Transcontinental Ry. should be shipped thru Canadian ports. The local exchange has indorsed the proposal as St. John has been without elvtr. facilities since the Intercolonial Elvtr. burned August, 1914.

Winnipeg, Man.—At a meeting Jan. 14 of the directors of the Northwest Grain Dealers Ass'n and others interested in line elvtrs. steps were taken to provide temporary bins for the storage and protection of grain belonging to farmers, especially that now lying outside in the snow; and to assist farmers in congested districts to secure storage and shipment of the grain. The board of grain commissioners was asked to use discretion with respect to car order rules. The line elvtr. men had already spent \$30,000 for temporary storage for farmers' grain that could not be accommodated in the elvtrs.

COLORADO

Grand Junction, Colo.—Another elvtr. will be erected here early in the spring.

Snyder, Colo.—A new elvtr. is under construction at this station.—W. L. Bonnett.

Longmont, Colo.—I am general mgr. of the Farmers Union Co-operative Co.—J. R. Forsyth.

Denver, Colo.—Mr. Bushfield is no longer in charge of our grain business.—C. B. Simpson & Co.

Hartman, Colo.—F. W. Hill has bot the elvtr. of the Hartman Grain Co. from I. A. Mock, prop. and mgr.

Ft. Collins, Colo.—Geo. B. Irwin, mgr. of the Ft. Collins Mill & Elvtr. Co., was bereaved Jan. 12 by the death of his father.

Ft. Lupton, Colo.—Farmers Union Mill & Elvtr. Co. incorporated; capital stock, \$10,000. The company has taken over an old mill building in which to start business.

IDAHO

Boise, Ida.—The Inland Grain Co., with R. H. Willie as agt., is not located in this city as was recently reported.—Boise Mlg. & Elvtr. Co.

Burley, Ida.—We have not completed plans for the erection of a flour mill near our elvtr. as was recently reported.—C. C. Baker, mgr. Burley Mlg. & Elvtr. Co.

Grace, Ida.—The Intermountain Mlg. & Elvtr. Co., of Salt Lake City, Utah, has completed a 10,000-bu. cribbed elvtr. covered with corrugated iron. L. E. Hammond and O. C. Childs will act as agts. here. The elvtr. is located on the branch line of the O. S. L. R. R., 5 miles south of Alexander.—Grace Mill & Elvtr. Co.

ILLINOIS

Centralia, Ill.—No elvtrs. are located at this station.—S.

Baker, Ill.—The Farmers Elvtr. Co. has installed 2 sets of dumps.

West Point, Ill.—Farmers are forming a company to build an elvtr.

Royal, Ill.—Farmers are organizing to build or buy an elvtr. at this station.

Fairview, Ill.—W. H. White has resigned as mgr. of the Farmers Elvtr. Co.

Farmer City, Ill.—Gring & Scholer have moved their grain office to the Clouse Bldg.

Fisher, Ill.—C. L. Farlow has been elected sec'y-mgr. of the Farmers Grain & Coal Co.

Pana, Ill.—M. R. Corbett and Geo. Barrett & Son are the regular grain dealers here.

Rushville, Ill.—Schultz, Baujan & Co., of Beardstown, have bot the elvtr. of Graft & Co.

Burtonview, Ill.—Henry Paulus is now mgr. of the Farmers Grain, Coal & Lumber Co.

DeLong, Ill.—We have succeeded the DeLong Grain & Lumber Co.—DeLong Grain Co.

Stanford, Ill.—The Stanford Grain Co. has increased its capital stock from \$2,500 to \$5,000.

Melvin, Ill.—C. F. Milligan has succeeded Robert Flutro in the elvtr. of Wm. Wheeler.

Henning, Ill.—Geo. M. Dusenberry & Co. have been succeeded by Wm. Prilliman, of Rossville.

Walker, Ill.—R. B. Andrews & Co. will install a Boss Air Blast Car Loader in their elvtr.

Covell, Ill.—Farmers are discussing plans for the formation of a company to build an elvtr.

Elliott, Ill.—O. Hatteberg has resigned as mgr. of the Farmers Elvtr. Co. on account of illness.

Cairo, Ill.—J. H. Haynes, new traffic mgr. of the Board of Trade, has been admitted to membership.

Kankakee, Ill.—We are installing a new Richardson Automatic Scale.—Mr. Rollins, of Risser-Rollins Co.

Viola, Ill.—The Farmers Elvtr. Co. has bot a site and will build a salt house, corn crib and lumber shed.

Wayne sta. (Delavan p. o.), Ill.—The Farmers Elvtr. Co. has succeeded the Wayne Bros. Grain Co.

Dongola, Ill.—W. O. Worstman has a small grain warehouse at this station which is closed at present.—S.

Kewanee, Ill.—The Farmers Elvtr. Co., which organized some time ago, is about ready to build its elvtr.

Murrayville, Ill.—The Murrayville Produce, Fuel, Flour & Feed Co. has discontinued the grain business.

Champaign, Ill.—A. H. Edwards, formerly in the grain brokerage business, died at Urbana some time ago.—E.

Mt. Pulaski, Ill.—The Farmers Grain & Elvtr. Co. will vote Jan. 27 on a proposed increase of the capital stock.

Good Hope, Ill.—E. L. Newman has sold his store and will devote all his time to his elvtr. and grain business.

Waggoner, Ill.—John Gerlach will build an up-to-date elvtr. and conduct a flour and feed store in connection.

San Jose, Ill.—Wm. H. Heidel has succeeded Phil Adolph, who resigned as agt. of the Wayne Bros. Grain Co.

Neponset, Ill.—The Farmers Grain & Elvtr. Co. has bot the implement and vehicle business of Harlan & Rollins.

New Holland, Ill.—R. Tomlinson has succeeded Peter Bell as mgr. of the recently acquired elvtr. of McCreery & Ritscher.

Galesburg, Ill.—E. B. Lorimer was chosen to manage the elvtr. of the Farmers Galesburg Elvtr. Co. for another year.

Keyesport, Ill.—I have purchased the elvtr. which the Greenville Elvtr. Co. has been operating under lease.—Guy Hensley.

Kerhan, Ill.—The new elvtr. of M. Funk is finished and ready to receive grain. This replaces the house which burned last July.

Wyoming, Ill.—H. D. Ingram is mgr. for Code, Klock & Co., which is the only company engaged in the grain business at this place.

Padua, Ill.—Jas. D. Murphy has been chosen pres. and John McBarnes, sec'y-treas., of the recently incorporated Padua Grain Co.

Roseville, Ill.—We contemplate buying an elvtr. but have an option on a site on which to build.—Wm. V. D. Moore, sec'y Farmers Grain Co.

Mayview, Ill.—Wm. Sadorus, of Sloux City, Ia., has bot an interest in the elvtr. and store of E. C. Sadorus and is now a resident of this place.

Assumption, Ill.—Geo. Abrams, an employe at the elvtr. of the Lacharite Grain Co., was injured while trying to empty a bin of oats at the elvtr.

Fogarty siding (Lincoln p. o.), Ill.—Henry Kromminga, of Hartsburg, will succeed Seth Warwick on Jan. 31 as mgr. of the Farmers Grain & Coal Co.

Sandoval, Ill.—No elvtr. is located at this place, as only 10 cars of wheat are shipped out in a year. This is scooped into cars or loaded with a portable dump.—S.

Marshall, Ill.—U. G. Barnes is my successor with Paul Kuhn & Co. and I am now with the Clark County Mills and buy and ship grain in car lots.—G. H. Brown.

Dorsey, Ill.—The elvtr. at this place is owned by C. B. Munday. Our lease on it expired Jan. 1 and it is now operated by J. V. Apple, of Bethalto.—Sparks Mlg. Co.

Lostant, Ill.—Wm. G. Wilson, who operated grain elvtrs. at this station for many years, died Jan. 16. He had not been actively engaged in business for some time.

Greenview, Ill.—J. J. Henry, who has served as mgr., sec'y and treas. of the Farmers Elvtr. Co. for 5 years, was re-elected by a unanimous vote of the directors.

Galva, Ill.—The Galva Grain Elvtr. Co. has purchased 2 sets of dumps for its elvtr. at this station, one set for its house at Bishop Hill and another for its elvtr. at Nekoma.

Abingdon, Ill.—The Anderson Grain Co. of Galesburg, has bot the elvtr. of T. J. White, on the M. & St. L., and it will now be operated under the name of the Abingdon Grain Co.

Wataga, Ill.—The Farmers Elvtr. Co. held a meeting Jan. 7 to decide on extending the corporation and upon taking the Wataga Mill into the corporation. The proposition did not carry.

Bloomington, Ill.—The 13th annual convention of the Farmers Grain Dealers Ass'n of Illinois will be held in this city Feb. 9, 10 and 11, with headquarters at the Chatterton Opera House.

Darrow sta. (Sheldon p. o.), Ill.—The new 45,000-bu. fireproof elvtr. of the Farmers Grain Co. is practically completed. The Burrell Engineering & Construction Co. had the contract.

Sidney, Ill.—We will make some needed improvements this spring and will put a gasoline engine in our new elvtr., doing away with steam. New coal sheds will also be built.—Sidney Grain Co.

Woodhull, Ill.—The 7½-h. p. electric motor we recently installed will be paid for this winter in a better grade of oats by elevating each load separately.—V. E. Setterdahl, mgr. Woodhull Grain Elvtr. Co.

Lanesville, Ill.—The elvtr. of the Mansfield-Ford Grain Co., which was overloaded, burst recently and over 3,000 bus. of corn was thrown on the Wabash R. R. tracks. The loss is placed at almost \$3,000.

Marseilles, Ill.—James Bruce, of the Bruce Grain Co., has gone to a sanitarium to regain his health, and the business of the company will continue as in the past with S. R. Lewis in charge until he returns.

Walker, Ill.—Elmer Farrell, aged 23 years, an employe in the elvtr. of R. B. Andrews & Co., had both legs broken and received other injuries Jan. 13 when in some unknown way he got caught in the belt. His recovery is doubtful.

Gridley, Ill.—A. L. Coyle has succeeded A. J. Sedekum with the Coyle Coal & Grain Co. and Mr. Sedekum has succeeded A. G. Zenor, who resigned as mgr. of the Gridley Elvtr. Co. to manage an elvtr. for the farmers at another station.

Newark, Ill.—W. N. Williams is interested in a farmers elvtr. company, now being organized. It expects to build an elvtr., of from 60,000 to 70,000 bus. capacity, on the Illinois Midland R. R. Mr. Williams has put up a portable elvtr. temporarily.

Tabor, Ill.—Co-operative Grain Co. incorporated; capital stock, \$20,000; incorporators, John T. Manvel, Henry Gehlback and others. The company has taken over the elvtr. of the Farmers Grain & Elvtr. Co. and will handle coal and lumber in connection.

Springfield, Ill.—The federal government has released practically all this state from the foot and mouth disease embargo. Libertyville township in Lake county is the only territory affected by the quarantine and it has been changed from a closed to a restricted area.

Cerro Gordo, Ill.—The Cerro Gordo Grain & Coal Co. has rearranged the interior of its office building so that the size of the front office has been doubled. The rear of the office, which formerly was used as a supply room, has been converted into a pleasant waiting and directors' room. An 18x20 ft. mouseproof flour and seed room has just been completed. During 1915 the company handled 397,928 bus. of grain and sold \$31,974.21 worth of coal and feed.—S.

McCown sta. (Hume p. o.), Ill.—Bruce Van Dyne, agt. of the National Elvtr. Co., died Jan. 13 from injuries sustained Jan. 11 when he was caught in a large belt at the elvtr. His left arm was pulled from the socket, his shoulder badly crushed and he was injured internally.

Sullivan, Ill.—The elvtr., owned by Shuman, Scroggins & McPheeters and known as the Sullivan Elvtr. Co.'s elvtr., burned Jan. 9. It contained about 2,000 bus. of shelled corn, 800 bus. of oats and considerable ear corn. The fire is supposed to have been started by tramps in the cob house. Loss, \$6,000; covered by insurance.

Cairo, Ill.—Oris B. Hastings was re-elected pres. of the Board of Trade at the annual election held Jan. 18. John Thistlewood was chosen vice-pres. to succeed W. H. Sutherland. The following directors were elected: H. E. Halliday, J. B. Magee, E. G. Pink, H. S. Antrim, R. H. Allen, W. H. Wood and P. T. Langan.

Wolf's Crossing (Plainfield p. o.), Ill.—A fire at the elvtr. of the Plainfield Grain Co. Jan. 13 destroyed the engine room and mill house and for a time threatened to destroy the entire elvtr., containing about 6,000 bus. of oats. The cause of the fire, which started in the engine room, is not known. The total loss is placed at \$1,200, which is covered by insurance.

Richview, Ill.—Foehr Bros., who recently sold their elvtr. at Ashley, will build a 16,000-bu. elvtr., 2 large warehouses and a fireproof storage bin. A large force of men are now at work to rush same to completion as weather permits. Grain is now being handled in temporary quarters. A coal elvtr. will be constructed as soon as the other buildings are finished. Peter P. Eting will be mgr.

Sheldon, Ill.—Nearly a hundred men are employed at the ruins of the elvtr. of the Cleveland Elvtr. Co., shoveling oats and cleaning up the debris. The weekly pay roll is \$1,500. There is still fire underneath the oats and it may be a few weeks before it is extinguished. C. E. Metzler, who handled the salvage for the underwriters, cleaned up the pile in 23 working days, saving 166 carloads of oats.

Gibson City, Ill.—In the suit brot by Jens Jensen against the Shellabarger Elvtr. Co., a settlement was made in open court, the elvtr. company agreeing to pay Mr. Jensen \$1,050 with the provision that each side was to pay its own costs. The suit arose over the sale of some corn in 1911 by Mr. Jensen to the elvtr. company. Shortly thereafter the elvtr. of the Shellabarger Elvtr. Co. at this place burned and the company set up the claim that Mr. Jensen had not sold them the corn, but had merely stored it with them. Mr. Jensen secured a verdict for about \$1,200, which Judge Patten set aside as being against the weight of the evidence. In a 2nd trial Mr. Jensen secured a verdict of about \$1,700. The elvtr. company then appealed the case and it was reversed and sent back for a new trial which resulted satisfactorily.

CHICAGO NOTES.

Joseph Garrity is now associated with Logan & Bryan.

The B. A. Eckhart Mfg. Co. has increased its capital stock to \$250,000.

All the old officials of the Board of Trade were reappointed Jan. 18 by the directors.

The annual dues of the Board of Trade have been fixed at \$75, payable semi-annually.

Samuel Adams, member of the Board of Trade for several years, died Jan. 22 of heart trouble.

David R. Brearley, 81 years of age, at one time a member of the Board of Trade, died at Los Angeles, Cal.

Hamilton Dewar, who had been a grain broker for 35 years, died Jan. 14, at the age of 59 years. He was a junior partner in C. J. Kershaw & Co. until that company failed, when he went with Logan & Bryan. He operated under his own name for a number of years.

We have moved into new quarters on the ground floor of the Continental & Commercial National Bank Bldg.—Noyes & Jackson.

The annual dinner of the Young Men's Club of the Board of Trade is scheduled for Jan. 25 at the Hotel La Salle. A fine program has been prepared.

The demand for memberships in the Board of Trade is excellent. One sold for \$4,200 on Jan. 20, which is \$300 higher than the last previous sale, and is the highest price paid in 10 years.

John Linderholm, for many years a member of the Board of Trade, died Jan. 23, at the age of 74 years. He came to this city in 1891 and took over the business of Robert Lindblom & Co.

Pres. Jos. P. Griffin has appointed B. A. Eckhart, Jas. A. Patten, E. A. Nickels, Jos. Simons and G. M. Reynolds as a com'te to arrange plans and superintend the erection of the proposed new \$3,000,000 Board of Trade Bldg., which may be built on the site of the present one.

During the past year the Board of Trade advanced \$24,335.13 to the state in order to maintain the state grain inspection dept. The grain sampling dept. of the Board sampled 114,815 cars of grain and over 1,000,000 bus. for lake shipment. The dept. shows a deficit of \$3,390.64 for the year.

James M. Hall, Eugene Cox, Marius Hager and Arthur D. Heun have applied for membership in the Board of Trade. John M. Sheeren, Henry J. Boden, Paul H. Rice, Wm. A. Rubsam, John C. Curry, Gary C. Lyons, Thos. H. Wiggins and Wm. E. Webb have been admitted to membership and the memberships of John F. Jelke, Jr., John J. Sullivan, Jos. O. Linebarger and Frank W. Goodwin have been transferred. Memberships are quoted at \$4,200 net to buyer.

The regular elvtr. operators have agreed with the Board of Trade that storage charges will stop on grain out of the warehouses when cars are delivered to the railroad company, coopered, lined and in readiness to receive grain. To stop storage on grain the day empty cars are delivered, cars must be at elvtr. yards by 5 p. m., or in other than elvtr. yards at 1 p. m. To stop storage on grain delivered to vessel, the vessel must be in proper condition standing ready to receive grain before 5 p. m.

The following standing com'tes have been appointed for 1916 by the directors of the Board of Trade: Rules, Adolph Kempner, J. J. Fones and H. H. Newell; warehouse, H. H. Newell, R. A. Schuster and W. H. Perrine; grain, Adolph Gerstenberg, Wm. H. Axtater, Frank B. Rice, R. A. Schuester, E. D. McDougal, John F. Barrett and W. E. Hudson; to arrive grain, F. J. Delaney, E. L. Merritt, W. M. Eckhardt, E. F. Rosenbaum and G. E. Marcy; promotion, S. P. Arnot, W. B. Re Qua, John J. Stream, Leslie F. Gates, Lowell Hoit, A. J. White, H. N. Sager, F. G. Coe, J. E. Bennett, Stuart Logan, J. A. Bunneil and Chas. S. Winslow.

Grain storage rates for 1916 on all grains at Chicago will be as follows: Grain and flax seed received in bulk and inspected in good condition ¾c per bu. for receiving and for the first 10 days storage or part thereof, and 1/30c per bu. for each additional day's storage thereafter, so long as said grain and flax seed shall remain in good condition. For delivering of grain or flax seed out of such warehouses an additional charge of ¼c per bu. will be made and collected. On grain damp or liable to early damage, as indicated by its inspection when received, 2c per bu. for the first 10 days or part thereof, and ½c per bu. for each additional 5 days or part thereof.

PEORIA LETTER.

Bryan J. Yeck has applied for membership, and D. H. Bethard, Geo. J. Jobst, A. S. Oakford and Theo. Kuhl have been admitted to membership in the Board of Trade.

The daily run of corn at the Clark Distillery has been increased from 2,000 bus. to 4,500 bus.

The Board of Trade has been conducted at a profit during 1915 and the year was closed with a cash balance on hand according to the sec'y's report. Pres. Mueller in his inaugural speech said that he was in favor of a new building for the Board of Trade. Local business men have made a proposition to him regarding this movement.

The special new building com'te of the Board of Trade, appointed by Pres. Mueller, is composed of T. A. Grier, P. B. Miles, A. G. Tyng, N. R. Moore, F. W. Arnold, Jacob Wachenheimer, J. W. McDowell, E. C. Leisy, C. R. Wheeler and F. F. Blossom, and the inspection com'te of J. M. Ridge, J. M. Van Nuys, L. H. Murray, C. C. Miles and C. H. Feltman.

The annual election of the Board of Trade was held Jan. 10 and the following officers were named: Pres., Louis Mueller; vice-presidents, L. H. Murray and N. R. Johnson; sec'y, John R. Lofgren; treas., W. C. White; directors, C. C. Miles, A. C. Tyng, J. H. Ridge, H. H. Dewey, J. M. Van Nuys, Geo. L. Bowman, W. T. Cornelison, C. H. Feltman, N. R. Moore and A. Woolner; com'te of arbitration, G. C. McFadden, Albin H. Kanne and J. A. Speers; com'te of appeals, L. L. Gruss, Jos. L. Furst and E. R. Murphy.

INDIANA

Wabash, Ind.—The King Grain Co. has installed a moisture tester.

Columbus, Ind.—Ben C. Thomas has recently installed an attrition mill.—M.

Evansville, Ind.—Dan L. Hudson, 81 years of age, a retired grain dealer, died Jan. 5.

Eaton, Ind.—The Eaton Grain Co. has succeeded Haller & Walker here and at Shideler.

Preble, Ind.—Wm. M. Meyers now has an interest in the Preble Elvtr. Co. at this place.

Walton, Ind.—Oral Nees will manage the recently acquired elvtr. of the new Walton Elvtr. Co.

Clark's Hill, Ind.—We have bot the elvtrs. of Seeger & Witt at this place.—Davis Grain Co.

Redkey, Ind.—V. E. Metz has succeeded me in the grain business.—R. M. Godlove, mgr. Haynes Mlg. Co.

Boonville, Ind.—The Cadick Mlg. Co. has succeeded Chas. Roth & Son in the grain business at this place.

Stone sta. (Winchester p. o.) Ind.—W. A. Premer is now in charge of the elvtr. of the Stafford Grain Co.

Otterbein, Ind.—The recently organized Farmers Elvtr. Co. has incorporated with a capital stock of \$15,000.

Lafayette, Ind.—Work is progressing on the new elvtr. which Born & Co. are building at a cost of \$15,000.

La Fountaine, Ind.—A. Martin, of Swayzee, has bot the interest of Mr. Miller in the firm of Martin & Miller.

Ambia, Ind.—The net profits of our company for 1915 were \$5,810.79. Jesse Summers is mgr.—Ambia Grain Co.

Paoli, Ind.—The safe at the elvtr. and mill of the Paoli Mlg. Co. was blown Jan. 7 and \$400 in cash and \$1,000 in checks taken.

Mooreland, Ind.—P. T. McLellan has purchased his partner's interest in the elvtr. of McLellan & Morgan and is now sole owner.

South Bend, Ind.—The South Bend Grain Co., of which W. J. East is now mgr., has erected a 40x125 ft. frame warehouse for storage purposes.

Mt. Vernon, Ind.—Wm. C. Fuhrer, head of the Fuhrer Ford Mlg. Co., which operates a 150,000-bu. elvtr. and mill at this place as well as a line of elvtrs. in Indiana and Illinois, died this month at the age of 79 years.

Orestes, Ind.—George Bastain and a companion are under arrest, charged with stealing \$19.75 worth of property from the Urmston Grain Co.

Anderson, Ind.—A flue burned out at the elvtr. of the Wellington Mill & Elvtr. Co. The fire dept. was called but no damage was done.

Evansville, Ind.—Igleheart Bros. built 11 concrete tanks, of 16,500 bus. capacity each, during the past year and will erect 3 more in the spring.

Azalia, Ind.—The only elvtr. at this station has a capacity of 25,000 bus. and is owned by the Blish Mlg. Co. and operated by Hamblen & Newsom.

La Grange, Ind.—Andrew Decker has been elected mgr. of the Home Grain Co. which has new elvtrs. at Berlin and Columbia sta. (Connersville p. o.).

Remington, Ind.—Thieves entered the office of the Farmers Elvtr. Co. Jan. 10 and stole \$32. They also secured \$3 at the elvtr. of the Frank Kelly Grain Co.

Winamac, Ind.—Co-operative Elvtr. Co. incorporated; capital stock, \$15,000; incorporators, J. H. Magee, pres., Jonas Werner, vice pres. and H. E. Wise Jahn, sec'y-treas.

Mardenis sta. (Huntington p. o.) Ind.—Nothing definite has been done so far regarding the erection or purchase of an elvtr. by the newly formed Farmers Elvtr. Co.—H.

Terre Haute, Ind.—The Kokomo Grain Co. has engaged in the grain business in the offices in the McKee Bldg., formerly occupied by F. Moshier, who is now out of business.—M.

Ridgeville, Ind.—The loss on the elvtr. of the Hinton Grain Co., which burned Jan. 6 from an unknown cause, is \$10,800; insurance, \$8,000. Loss on the grain, \$5,100; insurance, \$6,000.

Cortland, Ind.—The 30,000-bu. wheat elvtr. at this station is owned by the Blish Mlg. Co. and the 15,000-bu. corn elvtr. by Job Hamblen. Both houses are operated by Hamblen & Houghteling.

West Union, Ind.—Rohm Bros. will install a complete 22 ft. wagon scale with type registering beam. The office will be removed to another location and the scales protected from the weather.—N.

Herr crossing (no p. o.) Ind.—We will build a 40,000-bu. up-to-date elvtr., equipped with steam power, which will be ready for operation by the time the first train runs on the new railroad.—Jenkins & Cohee, Lebanon.

New Richmond, Ind.—The elvtr. of the Union Elvtr. Co. was set on fire Jan. 4 by a spark from a passing locomotive. As it was discovered soon after, it was extinguished with a slight damage to the office only.

Carlisle, Ind.—The Farmers Elvtr. Co., which recently incorporated with a capital stock of \$10,000, has bot the elvtr., mill and coal business of the Home Mill & Elvtr. Co. for \$5,500. Possession will be given Apr. 20.

Crawfordsville, Ind.—Hugh Gray and W. Young narrowly escaped having their fingers mashed Jan. 6 by a revolving chain at the elvtr. of Crabbs Reynolds Taylor Co. As the chain was loose severe bruises were the only injuries received.

Indianapolis, Ind.—Karl H. Suckow and W. W. Suckow, grain dealers at Franklin, A. Bender, of Cincinnati, O., Dudley M. Irwin, of Buffalo, N. Y., and Jesse Simpson, of this city, have been admitted to membership in the Board of Trade.

Lakeville, Ind.—Charles Wright, an employee at the elvtr. of Kramer & Wolfe, received a severe blow in the face Jan. 6 while trying to release a clutch on a 50-h. p. engine. His jaw was broken in 2 places and the flesh torn from one of his hands.

Bluffton, Ind.—Joe Whaley, employed in the elvtr. of the Studabaker Grain & Seed Co., suffered a badly lacerated hand Jan. 12 when he slipped on a piece of ice and thrust his hand into the fan on a corn chute from which he was removing a joint on account of a choke up.

Remington, Ind.—Hiram A. Pickering, 40 years of age, an employee of the Frank Kelly Grain Co., had his right hand caught in the cogs of the machinery at the elvtr. Jan. 11. Fortunately the belt shifted and threw the machinery out of gear. He escaped with 2 badly mangled fingers.

Wolcott, Ind.—B. E. Rich, mgr. of Rich Bros., of Goodland, elvtr. owners, killed his 9-year-old son and took his own life Jan. 19 while his wife and a small daughter were out of the city. Heavy losses in grain speculation are believed to have been the cause. He was 34 years of age.

Wabash, Ind.—The Morrow Grain Co., owning and operating elvtrs. in this city, Rich Valley and Lagro, has dissolved partnership and the business will now be carried on by John H. Morrow, senior member of the company. G. T. Morrow has retired to engage in a different line of business.

Muncie, Ind.—Fred Foster has brot suit against the Woodbury, Elliott Grain Co. for \$5,000 for personal injuries. He says that on Apr. 9 while replacing a belt, which had slipped from a pulley at the company's elvtr., a set screw caught in his left forearm, mangleing it badly. He complains that the shafting was not properly guarded.

Colfax, Ind.—We have leased the elvtr. of F. W. Powers and are using it as a storage house. Our office and feed room burned Dec. 29 with a loss of about \$5,000, on which \$3,000 insurance was carried, and are being replaced with a 24x60 ft. building. We have our new type registering scales in and are doing business again.—C. H. Gery, mgr. Colfax Grain Co.

Hamilton, Ind.—G. Wolff & Sons Co. incorporated to maintain and operate grain elvtrs.; capital stock, \$12,000; incorporators, Gustav, Moses J. and Harry Wolff. The company has succeeded Gustav Wolff in the grain business at this city and has purchased the elvtrs. at Edon, O., which it is conducting in connection with its business here. Moses J. Wolff will remain as mgr. of the elvtr. here.

IOWA

Altoona, Ia.—Farmers are organizing an elvtr. company.

Luther, Ia.—Mr. Rainey is now agt. of the Neola Elvtr. Co.

Wyman, Ia.—P. T. Brown has bot the elvtr. of Metzger Bros.

What Cheer, Ia.—An elvtr. for this station is being discussed.

Hughes, Ia.—The Farmers Elvtr. Co. has bot the elvtr. of J. W. Perkins.

Ledyard, Ia.—A. E. King has resigned as agt. of the St. John Grain Co.

Marcus, Ia.—The Farmers Elvtr. Co. has installed a new dump in its elvtr.

Epworth, Ia.—E. N. Silker has arranged to run the elvtr. at the I. C. siding.

Pomeroy, Ia.—A new dump has been purchased by the Farmers Elvtr. Co.

Pisgah, Ia.—I am now agt. of the Nye Schneider Fowler Co.—E. W. Gamet.

Sioux City, Ia.—Jas. C. Mullaney has resigned as sec'y of the Board of Trade.

Merrill, Ia.—Fred Hassman has secured a position as mgr. of the Farmers Elvtr. Co.

Atlantic, Ia.—G. H. Bunton has moved his grain office to the new Christensen Bldg.

Carnarvon, Ia.—The gas engine at the elvtr. of A. J. Graham has been overhauled.

Acme, Ia.—R. Lockie, of Riceville, will have charge of an elvtr. and depot at this station.

Beaver, Ia.—A. W. Gray has succeeded Chas. A. Black as mgr. of the Farmers Elvtr. Co.

Livermore, Ia.—We may repair our elvtr. in the spring.—Geo. Debe, mgr. Farmers Elvtr. Co.

Struble, Ia.—John Tonjes has succeeded H. F. Becker as pres. of the Farmers Elvtr. Co.

Dinsdale, Ia.—C. Gustofsen has succeeded Jess Mericle as mgr. of the elvtr. at this station.

Merrill, Ia.—J. H. Luken has resigned as mgr. of the Farmers Elvtr. Co., effective Feb. 1.

Emerson, Ia.—A. D. Swisher operates the only elvtr. at this station at the present time.—X.

Lorah, Ia.—A. L. Burnham is the only regular grain dealer having elvtr. facilities at this station.

Kirkman, Ia.—We have built a new store room and will handle feed and flour.—Farmers Elvtr. Co.

Little Cedar, Ia.—A new feed warehouse for the Farmers Elvtr. Co. will be built of cement and metal.

Britt, Ia.—H. H. Mullen has succeeded Mullen & Rawson who recently completed a new elvtr. at this place.

Cedar Rapids, Ia.—Alex Doorley, for many years traveling auditor for the Quaker Oats Co., died Jan. 12.

Lester, Ia.—The elvtr. of the Minnesota & Western Grain Co. is not open.—J. A. Sullivan, agt. Atlas Elvtr. Co.

Earling, Ia.—The Albers-Pollock Commission Co., of Omaha, Neb., has bot the elvtr. of the Earling Grain Co.

Morning Sun, Ia.—John K. Faris, formerly in the grain and lumber business at this place, died at Washington.

Adair, Ia.—The elvtr. of H. W. Pollock & Co. has been sold to the Albers-Pollock Commission Co., of Omaha, Neb.

Rock Valley, Ia.—Elden Rounds, of the Rounds, Ketels Mlg. Co., was married last month to Miss Vera Okey, of Hudson.

New London, Ia.—W. J. Green, of Webster City, has succeeded Geo. Carter, who resigned as mgr. of the Farmers Elvtr. Co.

Linby, Ia.—The elvtr. of Mowery & Co. is operated under the name of the Linby Elvtr. Co. since the death of H. D. Mowery.

Kensett, Ia.—We operate 2 elvtrs. here, having bot the elvtr. of Ole Rendall & Co.—L. L. Knutson, mgr. Thompto & Heiny.

Kalona, Ia.—L. W. Brooke and Wm. O'Laughlin, operating an elvtr., have bot the flour and feed business of Shetler & Elmen.

Webster City, Ia.—B. Kelly has resigned his position with the Webster City Elvtr. Co. He has been in the grain business for 24 years.

Akron, Ia.—H. B. Smith has succeeded W. D. Loepp, who recently resigned as mgr. of the lumber dept. of the Farmers Grain Co.

Kanawha, Ia.—N. H. Velthouse has installed an automatic scale in his elvtr.—J. K. Johnson, agt. Bowles, Billings, Kessler Grain Co.

Ft. Madison, Ia.—The elvtr. of H. D. Everingham was forced to suspend operations recently because of the flooding of the basement.

Hamburg, Ia.—Noble & Reid have practically completed their new fireproof elvtr. which replaces the house which burned some time ago.

Bryant, Ia.—Henry Andersen is now operating the elvtr. of Patrick & Evans, handling grain, lumber and cement, but mostly corn.—W.

Conrad, Ia.—John R. Gier has retired from the grain and lumber firm of Gier & Belz and Clifford C. Belz will continue the business with his father.

Hardy, Ia.—The recently organized Farmers Elvtr. Co. contemplates building an elvtr. in the spring.—Geo. Debe, mgr. Farmers Elvtr. Co., Livermore.

Oyens, Ia.—The Oyens Co-operative Co. is building a new office and improving its elvtr., installing new belts, cups and a 1,500-bu. automatic scale. The elvtr. of the Plymouth Mlg. Co. which is leased to the co-operative company, will be closed Feb. 1 and the company will use only the elvtr. which is now being remodeled.

Tabor, Ia.—The Tabor Stock & Grain Ass'n has been formed with Harry Gilbert as pres., Roy Laird, vice-pres., E. C. Brackney, treas. and R. J. Mawhor, sec'y.

Farmer sta. (Waterloo p. o.) Ia.—This station was formerly called Glasgow. We operate the recently completed 7,000-bu. elvtr. of the Iowa Investment Co.—Kiefer Smith & Co.

Underwood, Ia.—I resigned as grain buyer for the Cavers-Sturtevant Co. and was succeeded by Jas. F. Richards on Nov. 1. I am now in the automobile business.—J. J. Wobbe.

Tracy, Ia.—Seth Way & Co. own a flat-house here, but it is vacant at present. We operate a 15,000-bu. rodged elvtr. here which is the only one at this station.—Hogate & Lyman.

Hubbard, Ia.—A. W. Hoelscher has been elected pres., Aug. Engleking, vice-pres., and Gus Lage, sec'y of the Farmers Elvtr. Co. B. P. Greenfield has been retained as mgr. until July 1.

Lacey, Ia.—John Hassellman has sold his interest in the grain and implement business, operated under the name of the Lacey Grain & Implement Co., here to his partner, John Kaldenburg.

Des Moines, Ia.—A second 10% dividend of \$25,000 has been declared on the defunct B. A. Lockwood Grain Co. A 3rd and last dividend will be declared after pending litigation has been disposed of.

Lanesboro, Ia.—A new engine will be installed in the elvtr. of the Farmers Elvtr. Co. and the office will be repaired and painted in the spring. Fay Cressey, the able mgr., was married recently.—M.

Des Moines, Ia.—A meeting of the grain dealers in this section was held Jan. 18. The condition and treatment new corn is receiving from terminal market buyers in grading cool and sweet corn was discussed.

Dunlap, Ia.—Phil Eggert, second man at the elvtr. of the Farmers Grain & Lumber Co., while tightening nuts on a corn shell-er while in operation, caught his thumb which was badly torn between joints and the index finger. It will be some time before he is able to use his hand.—M.

Boxholm, Ia.—John E. Swedberg has bot the elvtr. of E. A. Brown and will take possession Feb. 1, having resigned as mgr. of the Farmers Elvtr. Co. He will be succeeded by Wilbert Lowrey, who has had charge of an elvtr. at Lanyon. Gilbert Shenander has been hired as ass't mgr.

Mt. Vernon, Ia.—D. E. Hedges & Son have purchased the partnership interests of John V. Dobson in the firm of Hedges & Dobson, and will take over the entire elvtr., coal and lumber business heretofore conducted by the 2 firms. Mr. Dobson will engage in the lumber business in South Dakota.

Westgate, Ia.—The elvtr. of the Kunz Grain Co. burned Jan. 17. Loss, \$5,000. It contained 5,000 bus. of oats, 200 bus. of corn, 20,000 lbs. of grass seed and a car-load of mill feed which was totally destroyed, together with the machinery. The fire is supposed to have started in the office, but the cause is not known. Insurance was carried on the building and part of the contents. W. H. Lang is agt.

Dawson, Ia.—The annual meeting of the Farmers Grain Co. was held Jan. 11. A vote of confidence and thanks by the directors and stockholders was given G. C. Logan, the mgr. Mr. Logan explained the methods and possibilities of hedging stored grain and stated that he had been handicapped many times by not having authority to do so. A vote was taken and the majority decided against hedging. A banquet was served by the wives of the stockholders.—M.

KANSAS

Belpre, Kan.—S. B. Weber is now managing the Tudor Elvtr.

Herington, Kan.—The elvtr. of W. Hacker may be sold to the city.

Bellaire, Kan.—J. G. Wright has entered the grain business at this place.

Oberlin, Kan.—Fred Mosher, of Rexford, has bot the elvtr. of Charles Fricky.

Clay Center, Kan.—Albert Kaash is now sec'y-treas. of the Snell Mill & Grain Co.

Hanover, Kan.—The Farmers Union has bot the elvtr. and other property of Fred Meyn.

Traer, Kan.—Ed Barry is now mgr. of the recently acquired elvtr. of Fred Mosher.

Wilmore, Kan.—H. M. Durant has succeeded W. H. Long as mgr. of the Farmers Elvtr. Co.

Beloit, Kan.—The Mitchell County Farmers Elvtr. Co. will install a Boss Car Loader in its elvtr.

Hugoton, Kan.—The elvtr. under construction for the H. B. Wheaton Grain Co. is now finished.

Quinter, Kan.—An annex to the elvtr. of the Shellabarger Mill & Elvtr. Co. is now under construction.

Plainfield, Kan.—The concrete elvtr. of the Farmers Business Ass'n is rapidly nearing completion.

Hutchinson, Kan.—The state grain inspection office has been moved to the Rorabaugh-Wiley Bldg.

Aredale, Kan.—No elvtr. at this place is operated by the Otto Weiss Mlg. Co. as was recently reported.

Netawaka, Kan.—Forrest Warren is not working in an elvtr. at this station as was recently reported.—E. Quick.

Bucklin, Kan.—P. O. Davis has resigned as mgr. of the Farmers Elvtr. Co. to take a similar position at Sterling.

Agenda, Kan.—A concrete addition to the elvtr. of the Agenda Mlg. Co., to increase its storage capacity, will be built in the spring.

Westfall sta. (Lincoln p. o.), Kan.—The new elvtr. of the C. E. Robinson Grain Co., at Salina, has been completed.

Ottawa, Kan.—C. S. Wilson has sold his interest in the Williams-Wilson Elvtr. Co. to his partner, W. S. Williams.

Jetmore, Kan.—I am putting in a 4½-ton ice plant to be conducted in connection with my elvtr. here.—M. W. Peterson.

Latham, Kan.—We have just completed our 10,000-bu. new elvtr. on the Frisco R. R.—E. A. Riley, of E. A. Riley Lumber Co.

Friend, Kan.—Our new 20,000-bu. elvtr. is practically finished and ready to receive grain.—R. A. Ward, mgr. Morton Grain Co., Hutchinson.

Baldwin, Kan.—Earl Williams has succeeded Geo. Liggett as mgr. of the Farmers Mill & Elvtr. Co. Alvin Foster succeeds Mr. Williams.

Marysville, Kan.—C. A. Howell, formerly mgr. of the elvtr. of the Marietta Stock & Grain Co., at Marietta, is now office mgr. here for Perry Hutchinson.

Hanston, Kan.—I have built a 24x26 ft. addition to my elvtr. at this point and am handling coal, flour and feed in connection.—M. W. Peterson, Jetmore.

Elmer sta. (Bernal p. o.) Kan.—Our elvtr. is now operated by the Kansas Grain Co., of Hutchinson, under lease.—Hutchinson Flour Mills Co., Hutchinson.

Rossville, Kan.—The recently organized Farmers Co-operative Elvtr. Co. incorporated; capital stock, \$10,000; incorporators, A. L. Ruff, A. S. Stanley, and others.

Harper, Kan.—E. A. Wales, founder of the Wales Mlg. Co., was convicted Jan. 14 of embezzling wheat stored in his elvtr. by farmers for which he neglected to pay.

Belpre, Kan.—I am mgr. and treas. of the newly incorporated Farmers Elvtr. Co. at this station. It has no connection with the Farmers Grain Co. at this place.—C. S. Laird.

Coffeyville, Kan.—The Wilson Elvtr. Co. has moved into the offices, formerly occupied by the E. L. Rickel Grain & Feed Co., and installed Bert Wilson as mgr. Dick Kiddoo will have charge of the offices at the elvtr. The E. L. Rickel Grain & Feed Co. is moving to Kansas City.

Greenleaf, Kan.—Wm. Callaway has completed his new mill. It is 24x30 ft. and 22 ft. high, and has a concrete basement. He will operate it in connection with his elvtr.—Greenleaf Elvtr. Co.

Gardner, Kan.—Our Mr. J. B. Ward, senior member of the firm, who has been in the grain business here for the last 35 years, is very low at the present time, with cancer.—Ward & Mowrey.

Salina, Kan.—The C. E. Robinson Grain Co., which is building new elvtrs. on the new Salina & Northern R. R. between this city and Beloit, will install a Richardson Automatic Scale in each house.

Effingham, Kan.—O. J. McMath, who bot grain here for more than 20 years, died Dec. 25 at Los Angeles, Cal. He was 69 years of age and had not been actively engaged in business for some time.

Hutchinson, Kan.—The L. H. Pettit Grain Co. incorporated; capital stock, \$20,000; incorporators, L. H. Pettit, A. C. Pettit and others. The company operates a line of elvtrs. on the C. R. I & P.

Pearl, Kan.—Thos. Ballantyne was found unconscious in an elvtr. at this place. He evidently fell as his heart beat was normal and the only injury, on his head, is a slight cut. One of his arms is broken.

Ellis, Kan.—The new 60,000-bu. elvtr. of the Wheatland Mill & Elvtr. Co. has been completed and is in operation, the old house being full of wheat. E. L. Allman, agt., is now located in his new office.

Chapman, Kan.—M. A. Miller is general mgr. of the Chapman Mill & Elvtr. Co. He has had 30 years experience in the grain business here. The report that F. McBein would manage the plant is incorrect.—W. J. Hanan, miller.

Darlow, Kan.—The Kansas Grain Co. has a lease on the elvtr. of the Hutchinson Flour Mills Co. from July 1, 1915 to July 1, 1916. At the expiration it will probably be operated by the owners.—G. W. Keady, mgr.

Smith Center, Kan.—We have an option on the plant of the Smith Center Mill & Light Co. for a short time but do not know whether or not the deal will be made.—H. G. Moberley, mgr. Smith Center Co-operative Grain Co.

Ford, Kan.—The regular grain dealers at this station are the Liberal Elvtr. Co., J. P. McClure Grain Co., Emrie & Sons, Ford Co-operative Co. and the Kansas Flour Mills Co. All others are scoop shovellers and have no elvtr. facilities.

Varner, Kan.—The Varner Grain & Mercantile Co. has been incorporated with a capital stock of \$10,000. Contract has been let to the Western Construction Co. for a 16,000-bu. up-to-date iron clad elvtr., work on which will be started at once.

Hackney, Kan.—The Arkansas City Mfg. Co. has built a new office, installed new scales and put in natural gas for its engine. I am in charge of the elvtr. here and at Tresham sta. This is a good territory and the hard wheat is fine.—C. R. Hohly.

Applications for membership in the Kansas Grain Dealers Ass'n have been received from the Jetmore Co-operative Co., Jetmore, Corning Elvtr. Co., Corning, Gould Grain Co., Dodge City, Seguin Grain Co., Seguin, Brown-Wyman Grain Co., Scandia, and the Southern Kansas Grain Co., Coffeyville.—E. J. Smiley, sec'y.

Fellsburg, Kan.—Work on the new 25,000-bu. iron clad elvtr. of the Fellsburg Equity Exchange is being pushed to completion. It will be up-to-date in every respect and will be equipped with an automatic scale, a 5-ton full steel wagon scale, Monitor Grain Cleaner, a 15-h. p. oil engine and a full line of the Weller Mfg. Co.'s transmission machinery. The Western Construction Co. has the contract.

TOPEKA LETTER

The private scale inspection dept. of the Kansas Grain Dealers Ass'n has been discontinued as members wanted scales tested only from April 1 to July 1.

Beginning Jan. 1 the fee for moisture test on grain was advanced to 25c when made without other tests. When made with inspection it is 15c which brings the entire charge to 80c.

For failure to make shipment of grain within contract time the Arbitration Com'te of the Kansas Grain Dealers Ass'n recently awarded the Bennett Commission Co., of Topeka, \$200 damages from the Jewell County Co-operative Business Ass'n of Formosa, Kan. Shipment was to have been made by July 15, but could not be made as the wheat was not yet harvested.

At some points in Kansas where the railroads under a ruling of the Interstate Commerce Commission are making a minimum charge of \$12 per annum for the rental of an elvtr. site, a whole quarter section can be bot for a little more than the valuation they are placing on a strip 30x100 ft. on the right of way, which is \$200. We believe the order of the Commission should have carried with it some plan for determining the valuation, as there is nothing to prevent the carrier from advancing the valuation of the property. We will endeavor to secure the enactment of a law at the next session of the legislature giving our public utilities commission power to fix the valuation of all railroad right of way, where leases are made to tenants.—E. J. Smiley, sec'y Kansas Grain Dealers Ass'n.

Seventeen new bonded warehouses were organized in Kansas in 1915 which brings the number to 32. These have bonds deposited with the state totaling \$757,000, held by the state treas. to protect grain owners who leave grain in the warehouses until they are ready to sell it. Following are the new warehouses: Garden City Public Warehouse, Garden City; J. Rosenbaum, Armourdale; J. J. Comer, Willis; Peterson Grain Co., Penokee; Neola Elvtr. Co., Argentine; G. E. Forse, Falun; W. P. Bowen, Independence; Brodnax & McLiney and John I. Glover, Rosedale; Lonsdale Grain Co., Kansas City; Pratt Equity Exchange, Pratt; Stevens-Scott Grain Co., Wichita; Larabee Flour Mills Co., Hutchinson; Hunter Mfg. Co. and Aetna Mills Co., Wellington; Blair Elvtr. Co., Atchison and the Wilson Elvtr. Co., Coffeyville.

WICHITA LETTER.

Murphy W. Chamness, for 15 years sec'y of the Stevens-Scott Grain Co., died Jan. 9, aged 65 years.

The branch office of the Norris Grain Co. is again in charge of I. H. Blood, who has returned from Moose Jaw, Sask., where he has been acting as mgr. for the company.

A. F. Johns has applied for membership in the Board of Trade, having bot the membership of Jule G. Smith, pres. of the Ft. Worth Elvtrs. Co., of Ft. Worth, Tex.

E. O. Green, at one time with the Seguin Mill & Light Co. at Seguin, Tex., has succeeded F. D. Sperry as mgr. of the E. E. Roehen Grain Co. Mr. Sperry will return to Ellsworth as cashier of the Citizens State Bank.

Thru the Board of Trade, grain dealers have asked freight officials of railroads to give grain weights at Wichita, and the railroads have not complied with this request. At a recent meeting of the Commercial Club, at which several influential officials of the A. T. & S. F. and other roads were present, no conclusion was reached and it is the intention to call another meeting.

KENTUCKY

Pineville, Ky.—H. S. Bowling has sold his interest in the Pineville Feed & Grain Co. to his partner, Mr. Weller.

Cloverport, Ky.—Thos. J. Whitfield is now in charge of the plant of the Hardinsburg Mill & Elvtr. Co., of Hardinsburg.

Nicholasville, Ky.—C. T. Ashley, grain and coal dealer, was rendered unconscious for several hours Jan. 15 when he was struck back of the ear.

Hardinsburg, Ky.—A. Taylor is pres. and Russell R. Compton, sec'y-treas. of our company which, besides its milling business, carries a full line of grain, hay, coal, mixed feeds, cotton seed products and building material. We will operate the 2 plants owned by both firms before the consolidation and now own 2 private side tracks, with a capacity of about 15 cars. J. Whitworth, V. File and Mr. Wade have severed all connections with our company.—Hardinsburg Mill & Elvtr. Co.

LOUISVILLE LETTER.

A movement has been started to merge the Board of Trade and the Commercial Club of this city.

The directors of the Board of Trade on Jan. 12 re-elected Thomas Floyd Smith, Pres. The following vice-presidents were elected: Wm. Heyburn, first; John J. Saunders, 2nd; V. H. Englehard, 3rd; R. L. McKellar, 4th; and Jas. Clark, Jr., 5th. Oscar Fenley was elected treas. and Wm. E. Morrow, sec'y. The executive com'te appointed by Pres. Smith is composed of Wm. Heyburn, chairman; John J. Saunders, R. L. McKellar, Jas. Clark, Jr., M. E. Taylor, W. A. McLean, P. H. Johnston, G. A. Breaux, Alfred Brandeis and Logan C. Murray.

LOUISIANA

Natchitoches, La. — The Natchitoches Grain & Elvtr. Co. has begun operations with Creville Ewing as mgr.

NEW ORLEANS LETTER.

Contract for the new elvtr. of the Board of Commissioners of the Port of New Orleans has been let to Janse Bros., Boomer, Hughes & Crane.

Doulout & Williams, John J. Janusa, John E. Bouden, Jr., Chas. W. Heuer, A. M. Farrell, W. W. Salomon and Henry Schilling have been admitted to membership in the Board of Trade.

According to report the Illinois Central Railroad Co. has offered the Stuyvesant docks and grain elvtrs. to the Board of Commissioners of this city. If the offer is accepted the railroad company will build new docks and terminals at Harahan, 5 miles north of this place.

The annual election of the Board of Trade was held Jan. 12 and M. J. Sanders was elected pres. He appointed Jeff D. Hardin, chairman, C. H. Ellis, S. Locke Breaux, R. F. Clerc and Albert Mackie on the executive com'te and J. Henry Lafaye, Jr., chairman, W. B. Siera and Geo. A. Wiegand on the finance com'te. H. S. Herring was elected sec'y-treas. for the 11th term. Directors for this year include the following grain and flour men: R. F. Clerc, first vice-pres., John T. Gibbons, Jr., Jeff D. Hardin, J. H. Lafaye, Jr., Albert Mackie, Nevin Kirkpatrick, T. J. Ferguson, G. M. Milam, Jos. McCloskey, E. F. Kohnke, Thos. F. Cunningham and L. W. Zoeller.

MARYLAND

BALTIMORE LETTER.

M. Oldham Lewis, of C. M. Lewis & Co., has applied for membership in the Chamber of Commerce.

J. E. France has resigned his position with the Daily Price Current and is now deputy grain weigher in the chief weighmaster's office.

Herbert W. Anderson, at one time engaged in the grain business here under the name of H. W. Anderson & Co., died Jan. 7 at Alexandria, Va.

Herbert D. Thompson, aged 55 years, died of pneumonia Dec. 30. He was treas. of the Central Elvtr. Co., conducting the local grain elvtrs. of the Northern Central Ry.

Ferdinand A. Meyer, J. Barry Mahool, J. Adam Manger, Albert D. Cover and Joseph M. Warfield are on the regular ticket for directors of the Chamber of Commerce, to serve 3 years, which will be voted on Jan. 30. The annual election of officers will take place Feb. 2.

As a result of the death of Judge Elliott, no further action probably will ever be taken in the prosecutions growing out of the failure of the Kirwan Bros. Grain Co. In March, 1912, the Kirwan brothers also were indicted on the charge of conspiring to defraud the bank. The indictments were found upon the testimony of Hindes and Marshall, both of whom had pleaded guilty. Hindes was sentenced to 3 years in jail and Marshall was paroled. After Hindes had served about 2 months of his term his sentence was stricken out and he was released on \$3,000 bail under a suspension of sentence. The Kirwan brothers were subsequently tried twice, the jury disagreeing at the first trial and a verdict of acquittal being given at the 2nd trial.

MICHIGAN

Salzburg, Mich.—The erection of an elvtr. is being discussed by the business men of this city.

Dighton, Mich.—The Dighton Grain Co. has been incorporated with a capital stock of \$6,000.

Detroit, Mich.—On or before Feb. 1 we will move to our enlarged offices in the Penobscot Bldg.—H. C. Carson & Co.

Pewamo, Mich.—James Davern is prop., N. Davern, sec'y-treas. and Wm. Davern, mgr. of our elvtr.—Pewamo Elvtr. Co.

Kinde, Mich.—The Farmers Grain Co. has installed a giant bean picking machine in its elvtr. of which Wm. McAllister is mgr.

Watertown, Mich.—C. W. Lindke and Leslie Mellan have formed a partnership to conduct an elvtr. They are now buying wheat, oats and other produce.

Iron River, Mich.—We have opened a branch at this place and will build a warehouse. There is not enuf grain in this section to necessitate the erection of an elvtr.—Hewett Grain & Provision Co., Escanaba.

Escanaba, Mich.—We do not operate an elvtr. but have just built a large warehouse on the Esc. & L. R. R., for handling grain and other commodities. There is only a small elvtr. at this place.—Hewett Grain & Provision Co.

Detroit, Mich.—The following reinspection rule was adopted Jan. 11: The liability of the shipper on grain shipped to Detroit shall terminate at the expiration of 96 hours exclusive of date of original inspection on all cars graded subject to reinspection account of any inability to thoroly inspect (plugged cars excepted) and such cars shall be accepted on the original inspection unless grade is changed within said time.

Richmond, Mich.—An echo of the failure of the Richmond Elvtr. Co. is contained in a suit brot by the First National Exchange Bank against Chas. E. Green. The bank claims that on Jan. 7 it accepted 2 notes for \$500 each, which were made out by Chas. E. Green and J. E. Heath. When the notes became due it is alleged that the claim was made that arrangements had been made with the pres. of the bank for Mr. Green to give his note for \$500 and that J. A. Heath was to give his note for \$500 secured by 5 shares of stock of the Richmond Elvtr. Co. It is alleged by the bank that no such arrangements were made and that the defendant knew at the time that the collateral was worthless. It is further alleged that fraud was practiced and the defendant, Charles E. Green, is asked to make good on both \$500 notes. J. A. Heath, who was mgr. of the Richmond Elvtr. Co., passed away several months ago. The suit is brot to recover \$1000 from C. E. Green.

MINNESOTA

Lyle, Minn.—A. L. Shulean will build an elvtr. and mill.

Rollingstone, Minn.—J. P. Rinn is now agt. of the Western Elvtr. Co.

Belle Plaine, Minn.—Farmers have decided to establish an elvtr. here.

London, Minn.—Fedson & Lukes will install a Boss Air Blast Car Loader in their elvtr.

Oklee sta. (Lambert p. o.) Minn.—A. Lindquist is now agt. of the Northland Elvtr. Co.—C. W. Johnson, Karlstad.

Winona, Minn.—We bot the 50,000-bu. elvtr. of the Western Elvtr. Co. situated on the C. & N. W.—Western Grain & Coal Co.

Morgan, Minn.—C. Green is pres., W. J. Mattke, vice-pres. and A. Green, sec'y and treas. of our company.—Morgan Mlg. Co.

Morristown, Minn.—The Commander Elvtr. Co. has remodeled its mill and increased its steel grain storage to 500,000 bus.

Karlstad, Minn.—I am now with the Atlantic Elvtr. Co. at this point.—C. W. Johnson, formerly at Oklee sta. (Lambert p. o.).

Bird Island, Minn.—The elvtr. of the Farmers Elvtr. Co., together with about 2,000 bus. of grain, burned Jan. 10. The fire was caused by an overheated stove.

Kasota, Minn.—The Kasota Elvtr. has been purchased and will be operated by the Gould Grain Co., of Minneapolis.—William Rahr Sons' Co., per F. A. Miller, Manitowoc, Wis

Carver, Minn.—The Farmers Elvtr. Ass'n has been organized with E. Tessman as pres. and John A. Hutig, sec'y. It plans to buy a site and build an elvtr. or purchase one already built.

Russell, Minn.—The Farmers Independent Elvtr. Co. bot the elvtr. of the Northwestern Elvtr. Co. some time ago which it is conducting in connection with its own house. Electric lights are now being installed.

Kenyon, Minn.—The Farmers Mercantile & Elvtr. Co. spent over \$6,000 during the past year on remodeling and improving its elvtr. Millfeed, linseed meal and flour will be handled this year in connection with the grain business.

Leonard, Minn.—We purchased the elvtr. of G. H. French and remodeled it at a cost exceeding the purchase price. It has a capacity of 6,000 bus. and we are handling flour and feed in connection.—R. J. Rudser, of K. & R. Elvtr. Co.

Mapleton, Minn.—The fire at the elvtr. of I. A. Lowne Dec. 29 started about 3 o'clock in the morning and was well under way when discovered. Several persons had passed by the building less than an hour before and we have not been able to learn how it started but we have our opinion as the building was bot about 2 years ago for \$700.—N.

DULUTH LETTER.

O. E. Martin has been admitted to membership in the Board of Trade.

The branch office of the Getchell-Tanton Co., of Minneapolis, has been closed and E. W. Eames, local mgr., has returned to the company's headquarters.

At the annual election of the Board of Trade Clearing House Ass'n last year's directors were re-elected as follows: J. A. Todd, G. H. Spencer, G. G. Barnum, J. F. McCarthy, S. H. Jones, W. J. McCabe and Thos. Gibson.

Daniel Haley and Arthur McGuire, formerly in the grain commission business here, have engaged in the grain business under the name of McGuire-Haley Co. A. R. Block, of Wausau, Wis., is also interested. Membership in the Board of Trade has been granted to Mr. McGuire.

W. C. Mitchell, pres., M. L. Jenks, vice-pres.; J. F. McCarthy, J. A. Todd and H. A. Starkey, directors; W. S. Moore, G. G. Barnum and Wm. Grettum, board of arbitration; Thos. Gibson, H. S. Newell and F. F. Lindahl, board of appeals; H. A. Starkey, C. F. Haley, A. M. Prime and J. F. McCarthy, and M. M. McCabe to succeed John T. Pugh on the com'te of inspection, were re-elected at the annual election of the Board of Trade on Jan. 8.

MINNEAPOLIS LETTER.

The Norris Grain Co., Ltd., of Winnipeg, Man., has been granted corporate membership in the Chamber of Commerce.

The 9th annual convention of the Farmers Grain Dealers Ass'n of Minnesota will be held here Feb. 23, 24 and 25. Headquarters will be at the West Hotel.

Geo. F. Hokanson has been admitted to membership in the Chamber of Commerce on transfer from John H. Hokanson, and E. R. Tuffree on transfer from E. L. Welch.

Travelling representative licenses have been issued to L. F. Shoemaker to represent the Brown Grain Co., Floyd P. Creaser to represent the Hoover Grain Co., A. W. Criswold to represent the A. J. Atkins Grain Co. and Thos. H. Chamber to represent the McCabe Bros. Co.

A voluntary petition in bankruptcy was filed for Mrs. Sarah M. Passmore, former grain operator. Assets, \$43,320; liabilities, \$262,028. The first intimation of her failure came 6 months ago with the bankruptcy of 2 firms in which she was interested. The indebtedness then amounted to about \$100,000. She was a member of the defunct P. B. Mann-Anchor Co.

The petition of the 10 trunk lines operating from the twin cities for a temporary injunction restraining the Minnesota R. R. & W. Commission from enforcing its order declaring Minneapolis and St. Paul with contiguous industrial suburbs a common point for rate making purposes, is under advisement. The order, which was to have been effective Jan. 1, was extended to Feb. 1 so as to not embarrass the railroads while the case was before the courts.

Memberships in the Chamber of Commerce are personal property under the law and may be assessed as such according to the decision of the United States supreme court. Members have been fighting this tax for 3 years and they paid 1914 and 1915 assessments under protest, but the decision gives the county right to the tax collected and upholds the right in future to assess memberships as personal property.

MISSOURI

Sumner, Mo.—There is no business here on account of floods.—Hopper & Smart.

Hardin, Mo.—The R. V. Seward & Sons Grain Co. will handle flour and feed in connection with its elvtr.

Montgomery City, Mo.—L. E. Blades is now mgr. of the Prairie Mlg. Co., having bot the interest of E. L. Moseley.

Melugin Switch (Reeds p. o.) Mo.—The Farmers Elvtr. Co. at this station began operating its elvtr. about Dec. 15.—W. W. Whitaker, mgr. Peoples Elvtr. Co., Reeds.

Membership in the Missouri Grain Dealers Ass'n has been applied for by the Southeast Missouri Grain Co., Malden, and W. R. Hill, Mound City.—J. A. Gunnell, sec'y.

Republic, Mo.—The Langenberg Bros. Grain Co. has bot the interest of Conrad Becker in the elvtr. and milling business conducted at this place, Wentworth, Exeter, Sarcxie and Monett.

St. Joseph, Mo.—The annual banquet of the Grain Exchange was held Jan. 4 at which speeches were made by Pres. Craver, B. R. Martin, R. T. Forbes, Ewing Herbert, A. L. West, F. R. Warrick and W. S. Washer. Officers of the exchange for this year are J. W. Craver, pres., A. J. Brunswig, vice-pres., J. L. Frederick, treas. and John M. Flynn, sec'y. The grain appeals com'te is composed of T. P. Gordon, A. J. Brunswig and Wm. M. Clark.

Reeds, Mo.—We began buying wheat Sept. 9 under the name of the Farmers Elvtr. Co., but as so many companies are operating under that name we incorporated as the Peoples Elvtr. Co. Since starting in business we have shipped out 20,000 bus. of wheat and shipped in 10 cars of fertilizer, 6 cars of coal and 3 cars of flour and bran. We will improve our plant by adding a manlift, another leg, loading spout covering with galvanized iron and grading all around the building.—W. W. Whitaker, mgr.

Princeton, Mo.—The Alley Grain Co. is installing an electric motor in its elvtr. here to replace the old gasoline engine.

Bloomfield, Mo.—The Scott County Mlg. Co., of Sikeston, will build a new elvtr., double the capacity of the present house, providing a suitable site is secured. Wilbur Bowman is local mgr.

Marston, Mo.—I will build a small elvtr. and corn sheller, which will be operated in connection with my 2 small warehouses here, at which I handle grain, seeds and hay. I think that several small elvtrs. are needed and will be built along the Frisco R. R. on its St. Louis & Memphis branch.—Seth S. Barnes.

KANSAS CITY LETTER.

Geo. Liggett, of Baldwin, Kan., is now with the Smith-Vincent & Co.

Kay H. Beach, prop. of the Beach Grain Co., announced the birth of a son on Jan. 12.

I have moved to this city from Coffeyville, Kan.—E. L. Rickel, of E. L. Rickel Grain & Feed Co.

The W. B. Stowers Grain Co. has engaged in the grain business with offices in the Board of Trade Bldg.

Boyd C. Moore, of the Moore-Lawless Grain Co., has applied for membership in the Board of Trade on transfer from E. F. Edgecomb.

The Kansas City Grain Club held its annual meeting on Jan. 19 with 52 in attendance. Guy A. Moore was elected pres., C. A. Dayton, vice-pres. and N. F. Noland, sec'y-treas.

At the annual election of the Grain Clearing Co. on Jan. 4 F. G. Crowell, D. F. Piazsek and W. B. Lincoln were chosen directors in addition to the 2 held over from last year. C. W. Lonsdale has been elected pres.

The directors of the Board of Trade have re-elected E. D. Bigelow as sec'y for the 20th term. D. F. Piazsek has been named as treas. and com'tes are: transportation com'te: C. W. Lonsdale, chairman; O. Denton, T. J. Brodnax, Geo. S. Carkener and C. M. Hardenbergh; appeals com'te: L. P. Nellis, F. G. Crowell, H. J. Dffenbaugh, R. J. Thresher and F. B. Clay; arbitration com'te: N. S. Shannon, N. F. Noland, W. G. Hoover, T. L. Cackle and H. F. Spencer.

At a regular meeting of the board of directors of the Kansas Grain Dealers Ass'n Jan. 5, they reconsidered their former action regarding the place of holding the next annual meeting, and by unanimous vote, decided to hold the 19th annual meeting in this city May 2, 3 and 4. We will make the Coates House, headquarters, and all sessions will be held there. The official board was prompted in taking this action on account of the great number of protests received from members following action of the board in naming Hutchinson, as the place for holding the next annual meeting.—E. J. Smiley, sec'y.

ST. LOUIS LETTER.

Geo. Harsh & Co. have leased the Exchange Elvtr., formerly operated by the C. H. Albers Commission Co.

D. S. Mullally was elected pres., V. Tice, vice-pres. and Erich Picker, treas. at the annual meeting of the Hay Exchange, held Jan. 17.

N. L. Moffitt has been elected pres., Wm. Seele, vice-pres. and John O. Ballard, sec'y-treas. of the Grain Clearing Co. at its annual election.

F. L. Wallace, formerly in charge of the Bartlett Frazier & Co.'s wire, has entered the cash grain business under the name of F. L. Wallace & Co.

Jas. W. Griffin, formerly with the C. H. Albers Commission Co., succeeded F. L. Wallace on Jan. 1 as mgr. of the private wire of Bartlett Frazier & Co., of Chicago, Ill.

P. P. Connor and John L. Messmore celebrated the anniversary of their births on Jan. 6. The rules of the exchange were suspended and smoking was permitted on the floor.

Charles W. McClelland, with Foell & Co., who had been a member of the Merchants Exchange for 30 years, died Jan. 12. The Merchants Exchange sent a floral offering.

The partnership firm of Morton & Co. has been dissolved, J. O. Allen retiring on account of illness. C. A. and T. B. Morton have formed a partnership and will continue the business under the name of Morton & Co.

The St. Louis Grain Club held its annual dinner Jan. 18. Geo. C. Martin was elected pres., N. L. Moffitt, vice-pres., W. B. Christian, sec'y. R. C. Valier, L. A. Cooksey, M. P. Parrott, F. W. Langenberg and W. T. Brooking, directors.

The Merchants Exchange had a cash balance of \$2,308.04 on hand at the beginning of this year. The traffic dept. spent \$12,583.22 in promoting the interest of this city as a grain market and a deficit of \$1,730.60 resulted in the operation of the weighing buro.

The 2nd annual convention of the Missouri Grain Dealers Ass'n will be held in this city Jan. 26-27. Lee G. Metcalf, pres. of the Grain Dealers National Ass'n will speak on the "Value of Organization," J. C. F. Merrill, sec'y Chicago Board of Trade, on "Truth and Error in the Economics of the Grain Trade," F. C. Maegly, A. G. F. A., A. T. & S. F. R. R., on "Scale Testing and Inspection at Country Points," and E. D. Bigelow, sec'y Kansas City Board of Trade, and Hon. John T. Barker, attorney general of Missouri, on other subjects.—J. A. Gunnell, sec'y.

Geo. J. Bruno and L. Moetlow have applied for membership in the Merchants Exchange and G. S. Hodatt, of the Mound City Elvtr. & Grain Co., Mound City, Ill., Wm. Altenbernd, of the Dreyer Commission Co., Thos. E. Price, Jr., of T. E. Price & Co., Clarence Sears, of Langenberg Bros. Grain Co., A. J. Hezel, of the Hezel Mlg. Co. and C. H. Corbett have been admitted to membership.

Eugene E. Smith was unanimously re-elected sec'y of the Merchants Exchange on Jan. 11 and Percy Werner, attorney. The com'te of appeals for this year consists of J. Oran Allen, J. C. Brockmeier, Ben. P. Corneli, L. Ray Carter, George Harsh, Wm. C. McCoy, John H. Louderman, R. H. Leonhardt, Parker Saunders, W. C. Seele, Charles G. Simon and W. K. Stanard; dept. of weights, J. Frank Vincent, chairman, Robert C. Valier, vice-chairman, W. J. Edwards, Geo. Harsh, Geo. C. Martin, Jr., H. A. Von Rump and John L. Wright; grain com'te, Edward C. Andrews, chairman, W. T. Hill, H. C. Schultz, E. L. Waggoner, S. Plant, G. Sears and C. F. Beardsley and the com'te on arbitration, Samuel Plant, Louis F. Schultz, Fred Diebel, Trave Elmore, M. J. Connor, Arthur C. Bernet, James M. Gettys, Zeb. P. Owings, Louis A. Engel and Wm. T. Brooking.

MONTANA

Hathaway, Mont.—Hathaway Grain Co. incorporated; capital stock, \$10,000.

Joliet, Mont.—We handle grain for eastern markets in connection with our recently completed 125-bbl. mill.—Joliet Mlg. Co.

Great Falls, Mont.—The Montana Flour Mills Co. will build a 300,000-bu. elvtr. in connection with its proposed 1,500-bbl. mill.

Grandview, Mont.—The report that an elvtr. is being built here is incorrect. We are 16 miles from the Great Nor. which is the nearest railroad.—P. M.

Hathaway, Mont.—The Farmers Elvtr. Co. has incorporated with a capital stock of \$6,000. A 20,000-bu. elvtr. will be built in the spring. P. W. Koth is temporary sec'y.—X.

Geyser, Mont.—A scoop shoveler is operating at this station. The Farmers Elvtr. Co. and the Montana Central Elvtr. Co., of which E. W. Scott is agt., are the regular dealers.

Merino sta. (Geyser p. o.), Mont.—Mr. Smith is mgr. of the Equity Elvtr. Co. which operates an elvtr. at this station.—O. Buckner, formerly agt. Montana Central Elvtr. Co., Geyser.

Great Falls, Mont.—Several new elvtrs. will be built, on the extension of the C. M. & St. P. R. R. from this city to Agawam, by the State Elvtr. Co., of Helena, and the Fisher Mlg. Co., of Seattle, Wash.—R. W. Watts, Acushmet.

Lewistown, Mont.—New elvtrs. will be built on the new extension of the Great Nor. R. R., east of this city, by the Fisher Mlg. Co., Montana Elvtr. Co., Montana Central Elvtr. Co., and possibly other firms.—R. W. Watts, Acushmet.

Chester, Mont.—The Farmers Equity Society is building a 30,000-bu. elvtr. work on which is in progress every day the weather permits. Tom Healy is agt. of the St. Anthony & Dakota Elvtr. Co. at this place.—M. H. Lyders, mgr. International Elvtr. Co.

NEBRASKA

Wyoming, Neb.—Farmers are forming a company to build an elvtr.

Deweese, Neb.—A new engine has been installed in the West Elvtr.

Lindsay, Neb.—A new 25,000-bu. elvtr. will be built by the Farmers Elvtr. Co.

Ashland, Neb.—L. T. Nelson has bot the elvtr. and grain business of E. J. Rose.

Wareham, Neb.—The elvtrs. of the Atlas Elvtr. Co. at this place and Dixon are closed.

Pleasanthill sta. (Dorchester p. o.), Neb.—Farmers are discussing the erection of an elvtr.

Nebraska City, Neb.—Chas. Bader has been retained as mgr. of the Farmers Elvtr. Co.

Murphy, Neb.—A new gasoline engine will be installed in the elvtr. of the Farmers Elvtr. Co.

Hooper, Neb.—The Farmers Grain & Stock Co., which sold its elvtr. last July, will be dissolved.

Belden, Neb.—The elvtrs. of the McCaull-Webster Elvtr. Co. at Osmond and this station are closed.

Wahoo, Neb.—A new engine has been installed in the elvtr. of the Farmers Grain & Stock Co.

Burr, Neb.—John D. Juilfs has been retained as mgr. of the Farmers Elvtr. Co. for the ensuing year.

Bertrand, Neb.—According to report a farmers elvtr. company has been formed to buy or build an elvtr.

Oxford, Neb.—The Gupton Grain Co. has built an addition to its elvtr. which is being used for feedstuffs.

St. Mary, Neb.—The Lincoln Grain Co. has resumed business with Lewis M. Sheldon in charge of its elvtr.

Denton, Neb.—Isaac N. Meyers has sold his elvtr. to the Farmers Elvtr. Co. and will give possession Feb. 1.

Arlington, Neb.—I have succeeded the R. E. Roberts Elvtr. Co. at this place and Washington.—O. C. Roberts.

Jansen, Neb.—Walter Leonard is mgr. and Glenn Leonard is assisting at the elvtr. of the Equity Elvtr. Co.

Fairfield, Neb.—The Clay County Grain Co. has sold its interests to a farmers ass'n according to report.—H. N.

Pickrell, Neb.—J. R. Wilson, mgr. of the Farmers Elvtr. Co., and his son, Ray, are recovering from typhoid fever.

Kearney, Neb.—The elvtr. of the Buffalo County Farmers Elvtr. Co. will be sold. Bids will be received until Feb. 3.

Kennard, Neb.—Henry Roberts has bot the elvtr. of the R. E. Roberts Elvtr. Co. and placed Geo. H. Tighe in charge.

Hastings, Neb.—V. J. Dodge, mgr. of the branch office of the McCaull-Dinsmore Co. at Devils Lake, N. D., has been transferred to the company's office at this city.

Funk, Neb.—Myron Johnson has resigned as mgr. of the Funk Grain & Elevtr. Co. on account of illness.—H. N.

Rokeby, Neb.—Arrangements have been made for the erection of a farmers elevtr., work to be started in the near future.

Madison, Neb.—The Farmers Elevtr. Co. has been incorporated with Wm. Rottler, J. G. Oldith and others as incorporators.

Edgar, Neb.—I will discontinue the grain business on Mar. 1 for a time.—A. D. Skinner, mgr. Farmers Commercial Ass'n.

Liberty, Neb.—Farmers Union Ass'n incorporated; capital stock, \$20,000; incorporators, F. Malicky, J. Vogel and others.

Gretna, Neb.—Henry Roberts has succeeded the R. E. Roberts Elevtr. Co. here and at Kennard.—O. C. Roberts, Arlington.

Benkelman, Neb.—The Farmers Equity Exchange has bot the elevtr. of O. M. Kellogg for \$4,500 and will take possession soon.

Omaha, Neb.—I have resigned from the Trans-Mississippi Grain Co. and formed a connection with the Omaha Elevtr. Co.—S. S. Carlisle.

Blue Springs, Neb.—Farmers west of this city are agitating a movement for the erection or purchase of an elevtr. on the C. B. & Q.

Blue Springs, Neb.—We have changed from gasoline to electric power in our recently purchased elevtr.—F. V. Cummins, mgr. Joe Windle.

Omaha, Neb.—We recently incorporated and are operating the elevtr. formerly owned by the Trans-Mississippi Grain Co.—Western Grain Co.

Sargent, Neb.—The elevtr. which I recently purchased has a capacity of 24,000 bus. and is situated on the C. B. & Q. R. R.—David T. Adams.

Ravenna, Neb.—A. R. Kinney, pres. and mgr. of the Ravenna Mills, operating a 25,000-bu. elevtr. here, has gone to Florida and Cuba with his wife and son.

Arapahoe, Neb.—W. H. McClellan is trying to interest the Farmers Elevtr. Co. in the erection of a 50-bbl. mill to be operated in connection with its elevtr.

Staplehurst, Neb.—Christ Schall has resigned as pres. of the Farmers Elevtr. Co. Wm. Berming, of Hoagland, Ind., is now mgr. of the German Lloyd Grain Co.—C.

Stratton, Neb.—The Farmers Grain, L. S. & Supply Co. has bot the elevtr. of the O'Donnell Grain Co. for \$7,000. It will operate this house in connection with its own elevtr. here.

Omaha, Neb.—The grain dealers have filed a petition asking that Marcus A. Past, mail carrier in the Brandeis Bldg. for 9 years, be transferred to the new Grain Exchange Bldg.

Ceresco, Neb.—C. A. Louis, of Swedeburg, has succeeded M. Sheppard as mgr. of the Farmers Elevtr. Co. and W. W. Moyer is ass't mgr. Mr. Sheppard will manage an elevtr. at Friend.

Pilger, Neb.—The recent repairs at our elevtr. consist of new floors, Hall Distributor, manlift, spouts, cups, belts, new alleys and other necessary equipment.—Wm. E. Munger, mgr. Munger & Co.

Stroemer sta. (Glennville p. o.), Neb.—Frank White is managing the elevtr. of the Stroemer Grain & Supply Co. for a short time, taking the place of Owen Holden, who resigned a few days ago.—H. N.

Beatrice, Neb.—W. W. Black, of Black Bros., operating elevtrs. and mills at this city and Blue Springs, died Jan. 6 from pneumonia. He was 51 years of age and is survived by his widow and 3 children.

Beatrice, Neb.—The fire at our elevtr. Jan. 5 was undoubtedly of incendiary origin. Loss on the building and equipment, \$4,000, on 1,000 bus. wheat, \$981, on 500 bus. oats, \$135, and on 2,350 bus. shelled corn, \$1,400. We carried \$2,000 insurance on the building and \$1,500 on the grain. We will rebuild and will probably use tile or concrete.—J. A. Dobbs, Dobbs Grain Co.

Moorefield, Neb.—The many friends of Lieutenant Governor James Pearson, who has long been engaged in the grain business at this and other Nebraska points, will be pleased to know that he is again a candidate for that high office.

Waterloo, Neb.—We are building a 15,000-bu. elevtr. which will be operated as a farm elevtr. in connection with feeding operations. It has a 34 ft. foundation to the storage plate and is 1½ miles from the Union Pacific R. R.—Rapp & Sons.

Lincoln, Neb.—It is impossible for us to completely cover the state once a year in the inspection of scales as the law only gives us 3 inspectors. At the rate we have been going it will take at least 2 years to cover the entire state once.—C. E. Harman, deputy commissioner.

Hastings, Neb.—A. E. Hockman, mgr. of the Clay County Grain Co. at Fairfield, will succeed Morris Asmus on Mar. 1 as mgr. of the Farmers Grain & Supply Co. The Hastings management carries the operation of 4 elevtrs. Mr. Asmus has not decided whether or not he will remain in the grain business.—H. N.

Arlington, Neb.—The Arlington Lumber & Coal Co., which succeeded the Updike Grain Co. and the Updike Lumber & Coal Co., is composed of H. C. Rurup, who formerly managed the Updike interests here, H. E. Rurup, his father, and Gorton Roth, of Omaha. H. C. Rurup will continue as mgr.—O. C. Roberts.

Lincoln, Neb.—The state railway commission has issued licenses for 1916 to 30 public grain warehouses, for which each is required to pay a fee of \$2. Last year 59 licenses were issued and this year the number may run up to 79. Acting on the advice of Dean Hastings, of the university law college, the railway commission is enforcing the grain warehouse law. Attorney General Reed had previously given an opinion holding that the commission had no jurisdiction over public warehouses because such houses are not common carriers. Dean Hastings held that the legislature had power to add to the duties of the railway commissioners if in doing so it did not attempt to take from other state officers any constitutional duties.

NEW ENGLAND

Gardner, Mass.—The Potter Grain Co. will move into new quarters.

Hinsdale, Mass.—C. A. Pierce has completed the addition to his elevtr.

Marlboro, Mass.—The Marlboro Grain Co. has recently made improvements in its plant.

Brookfield, Mass.—Roy H. Mitchell, of Warren, is now mgr. of the elevtr. of the Cutler Grain Co.

Boston, Mass.—The annual meeting of the Boston Flour & Grain Club was held in the library of the Chamber of Commerce on Jan. 14.

Augusta, Me.—We are installing a complete sprinkler system thruout our elevtr., warehouse and office.—Robert Morang, pres. Fuller-Holway Co.

Boston, Mass.—Summer Crosby, of Sumner Crosby & Co., and Chas. Varga, of C. F. & G. W. Eddy, have applied for membership in the Chamber of Commerce.

Darien, Conn.—The firm of George D. Tilley incorporated to handle grain and feed; capital stock, \$50,000; incorporators, Geo. D. Tilley, H. S. Neilson and W. D. Daskinn.

Middleboro, Mass.—Manual Marshall, 9 years of age, had his foot partially amputated when it caught in the grain elevtr. machinery at the mill of C. P. Washburn, where he had gone to buy grain.

NEW JERSEY

Woodbridge, N. J.—The Klein Bros. Co. incorporated to deal in grains, flour and feed; capital stock, \$25,000.

NEW MEXICO

Portales, N. M.—We have succeeded H. S. Douthit & Co. in the grain business and will continue to buy regularly at the same place.—C. E. Brown, of J. N. Gryder & Co.

French, N. M.—Our elevtr., which was built in 1909, was the first to be erected in this state. It was used very little until last year. We have handled nearly all the wheat grown last year and, as the crop is practically all in, expect to close up within the next week. Mr. Taylor is pres. and mgr. of our company.—American Mfg. & Mercantile Co.

NEW YORK

Brooklyn, N. Y.—J. W. Gasteiger & Son have built a new elevtr. and warehouse.

Jamestown, N. Y.—The D. H. Grandin Mfg. Co., operating an elevtr. and mill here, will build an addition to its plant.

Mt. Vernon, N. Y.—Chas. Rockwell, of Chas. Rockwell & Co., has resigned his membership in the New York Produce Exchange.

Lyons, N. Y.—Vanderveer & Coleman opened their new bean and grain elevtr. on Jan. 15. Luncheon was served to the farmers in the vicinity.

Manhattan, N. Y.—Broenniman Co. incorporated to handle wheat, grain, provisions and flour; capital stock, \$200,000; incorporators, L. E., E. G. Broenniman and others.

Conewango Valley, N. Y.—The elevtr., mill and feed storage owned by E. A. Bagg, located on the Erie R. R. switch, burned to the ground Jan. 14 with a loss estimated at \$30,000, partially covered by insurance. The plant will be rebuilt at once. The fire started in the boiler house and destroyed half a dozen freight cars, loaded with grain, as well. As the cars were fully loaded, question as to whether consignee, shipper or railroad stands the loss of contents, arises.

BUFFALO LETTER.

George E. Pierce has gone south for his health.

David Healey, engaged in the grain business here for 15 years, died this month at the age of 53 years.

The firm name of the Urmston-Harting Grain Co. at this city has been changed to the Urmston Grain Co.—C. W. Urmston.

If the 3rd pier is not constructed here the Exchange Elevtr. Co. will build an up-to-date elevtr. at a cost of several thousand dollars.

The linseed oil mill of Spencer, Kellogg & Sons was damaged to the extent of several thousand dollars by fire Jan. 13, that to be due to spontaneous combustion. The plant is insured.

NEW YORK LETTER.

Jos. A. Blake has been admitted to membership in the Produce Exchange.

Edgar B. Mangam, 73 years of age, at one time actively engaged in the grain and feed business, died recently.

Loeser, Robinson & Armstrong have succeeded the Vincent Loeser Co., ocean freight brokers and forwarding agts.

Henry M. Earle, aged 67 years, actively engaged in the grain business for some time, died the first part of this month.

Chas. W. Chilcotte will represent Knight & McDougal, of Chicago, Ill. He has applied for membership in the Produce Exchange.

Robert Edelstein has severed his connection with the Nye & Jenks Grain Co. and has discontinued selling grain for Weil Hermanos & Co., under that company's name.

Bernhard Diamant, grain importer of Antwerp, Belgium, has applied for membership in the Produce Exchange, and Hedley Shaw, of the Hedley Shaw Mfg. Co., has been admitted to membership.

NORTH DAKOTA

Logan, N. D.—John Brady is agt. of the new elvtr. of the Minnesota Elvtr. Co.

Williston, N. D.—A. E. Lowe, formerly an elvtr. owner at this place, died recently.

Mandan, N. D.—The recent report that Claus Strand bot an elvtr. at this place is incorrect.

Medora, N. D.—Nothing has been done so far by N. J. Steffen toward building an elvtr.—X.

Portland, N. D.—L. O. Odegard is mgr. of the new elvtr. of the Co-operative Elvtr. Co.

Sykeston, N. D.—The Farmers Elvtr. Co. is preparing plans for a 70,000-bu. elvtr. and warehouse.

Derrick, N. D.—We intend to install a feedmill at our elvtr.—J. Bertelsen, buyer Derrick Grain Co.

Sanborn, N. D.—O. E. Canfield is building an elvtr. and granary at the Sanborn Loading Platform.

Minot, N. D.—Plans for the erection of a 60,000-bu. elvtr. are being made by the Minot Flour Mills Co.

Luverne, N. D.—The Northwestern Elvtr. Co. has built a new 30,000-bu. elvtr. on the Great Nor.—X.

Aneta, N. D.—Martin S. Lee has his new elvtr. in operation. This house replaces the one which burned some time ago.

Wild Rice, N. D.—Clare Cobb, agt. of the Baldwin Elvtr. Co., whose elvtr. burned Dec. 14, is now located at Casselton.—N.

La Moure, N. D.—We are operating our recently acquired elvtr. under the name of the La Moure Grain & Fuel Co.—Geo. B. Crumm.

Hannaford, N. D.—The Farmers Elvtr. Co. let contract for an elvtr. to the Hickok Construction Co. which will be finished about Feb. 1.

Sarles, N. D.—The elvtr. of the Farmers Elvtr. Co. was threatened with destruction by fire which started at the top of the building.

Grand Forks, N. D.—The Farmers Grain Dealers Ass'n of North Dakota will hold its 5th annual meeting in this city Feb. 29, Mar. 1 and 2.

Sonora, N. D.—We have sold our elvtr. at this place to the M. & N. Elvtr. Co., of Hankinson.—Kellogg Commisison Co., Minneapolis, Minn.

Kuroki, N. D.—The Farmers Elvtr. Co., which organized with a capital stock of \$10,000, is operating the elvtr. it recently bot at this station.

Bloom, N. D.—The Farmers Elvtr. Co. will build a large office this year. During the past year a cleaner and other machinery have been installed.

Upham, N. D.—Farmers are planning to buy the elvtr. of the St. Anthony & Dakota Elvtr. Co., which is closed, and convert it into a flour mill.

Sheyenne, N. D.—We will probably build a new elvtr. this spring, as our present plant is too small.—P. A. Peterson, mgr. Equity Elvtr. & Trading Co.

Guelph, N. D.—We will install 2 legs, cleaner, grinder and a 20-h. p. engine in our newly acquired elvtr.—Geo. D. Bliss, sec'y-treas. Farmers Elvtr. Co.

Williams sta. (Pettibone p. o.), N. D.—The Heaton Lumber Co., of Heaton, has completed its new 40,000-bu. elvtr. at this station.—B. T. Golden is in charge.—X.

Hannaford, N. D.—The Ely, Salyards Co. has started work on a 30,000-bu. elvtr. to replace the house which burned Nov. 9. The Hickok Construction Co. has the contract.

Munster sta. (New Rockford p. o.), N. D.—We have the only elvtr. at this station which we bot from Ole Arnegard Oct. 5. Contract has been let for a feed mill in addition. We will install a new mill and engine which will be in operation by spring if weather permits.—F. H. Dunham, mgr. and buyer Equity Elvtr. Co.

Northwood, N. D.—J. S. Nelson is agt. of the Great Western Grain Co. and I am mgr. of the Farmers Elvtr. Co. and have been for the past 10 years.—Thos. Pendergast.

Bentley, N. D.—Harvey Knight, in starting an engine at the elvtr. of the Farmers Elvtr. Co., had his foot caught in the flywheel and badly crushed. Amputation may be necessary.

Jamestown, N. D.—The Occident Elvtr. Co., of Minneapolis, Minn., will have to vacate the elvtr. site at this place on or before June 29, 1916, to make room for a depot for the railroad.

Deering, N. D.—The Acme Grain Co. has bot the elvtr. of the Imperial Elvtr. Co. and removed its old house to Wolseith sta. (Glenburn p. o.).—R. E. Canthers, mgr. Farmers Elvtr. Co.

Spiritwood, N. D.—Equity Co-operative Elvtr. Co. incorporated; capital stock, \$15,000; incorporators, N. E. Whipple, C. Creighton and others. The company will either buy or build an elvtr.

Mooreton, N. D.—The elvtr. of the Monarch Elvtr. Co. is closed and I have leased the elvtr. of the Crown Elvtr. Co. which I am using for storage in connection with my own house.—F. A. Bagg.

Werner, N. D.—When a gasoline lamp exploded in the office of the Star Elvtr. Co., Mgr. J. Mutchler was severely burned and saved himself by rolling in a deep snow drift. The resultant fire caused a loss of \$500.

Streeter, N. D.—Fire Jan. 12 destroyed the elvtr. of the Independent Farmers Elvtr. Co., containing about 30,000 bus. of grain, which is partly covered by insurance. The fire was caused by an overheated stove.

Manvel, N. D.—The Levant Elvtr. Co. has built an elvtr. equipped with 2 legs, buckets, a 15-h. p. engine, 6-ton dump scale, dump control, separator and a 2,000-bu. Richardson Automatic Scale. The Hickok Construction Co. had the contract.

Williston, N. D.—Bert Grasslie, former agt. of the Farmers Elvtr. Co., charged with forgery and embezzlement, will not be tried in Williams county, as he filed an affidavit in the district court maintaining that he could not get a fair trial here, because there are so many stockholders in the company he is accused of defrauding.

Rogers, N. D.—Thousands of bus of grain was destroyed when the elvtr. of the Acme Grain Co. burned Dec. 28. The fire is thot to have started from an overheated stove in the office, as it was first seen in that part of the building. Work has been started on a new elvtr. which will be ready some time next month. Geo. Butler is agt.

Fargo, N. D.—A number of petitions have been gotten out by State's Attorney Langer, of Morgan county, for the farmers of that county to sign and present to the board of county commissioners praying for the erection of scales at various places in the county for the weighing of grain. This petition is drawn under Sections 3,016 to 3,020, inclusive, of the 1913 code. The law provides for the erection of scales of at least 5 tons weighing capacity and a weighmaster to attend the same. It is claimed that these scales will be petitioned for in other counties thruout the state next summer.

Fargo, N. D.—The North Dakota board of railroad commissioners has called a conference of farmers and grain dealers on Feb. 9, at this city, for the discussion of the question whether a charge shall be obligatory for stored grain in elvtrs. The present law is not clear as to whether a charge is compulsory or not, the statute merely fixing a maximum charge that may be made and as a consequence many complications have arisen resulting in charges of discrimination against some elvtrs. and milling companies, because in some instances they have been in the habit of charging storage and in other cases no charge has been made, as an inducement to get the grain. The railroad commission has received many letters for

and against the charging of storage and it is to get at the general consensus of opinion that this conference has been called in an endeavor to arrive at a proper solution of the matter. It is hoped there will be a large attendance of both farmers and grain dealers.

Bismarck, N. D.—In a number of cases where grain dealers have ceased business thru sale of elvtr., retirement, or in case of fire or insolvency, they have experienced difficulty in calling in outstanding storage tickets, particularly on a rising market, the ticket holders desiring to hold for higher prices. The railroad commission has ruled that a dealer under such circumstances may deposit in the name of the ticketholder in some local bank of good repute the value of the outstanding grain on his storage tickets on the day he quit business and the holder of the ticket is compelled after due notice to accept this price and surrender his ticket, as the commission holds he cannot speculate on the warehouseman's account after the warehouseman has gone out of business. In several instances elvtr. companies have failed or an elvtr. has burned and its owner has not resumed business. A question has arisen in such cases as to the date outstanding storage tickets become payable, as that date governs the price to be paid. The railroad commission holds that the date the warehouse was closed or burned shall be the date for redemption of tickets.

OHIO

Wooster, O.—Farmers are forming a company to build an elvtr.

Batson, O.—Oscar White has resigned as mgr. of the elvtr. of Brady Bros.

Enon, O.—We have moved from Snyder-ville to this place.—J. S. Harshman.

New Bremen, O.—We have made no change in our elvtr.—Kuenzel Mills Co.

Bluffton, O.—The Bluffton Mfg. Co. will install a Boss Air Blast Car Loader in its elvtr.

Weston, O.—Bernard Indlekofer, at one time in the grain business here, died recently.

Columbus, O.—B. W. Morris, in the grain brokerage business, died this month, aged 64 years.

Glendon, O.—W. D. Rapp & Son, of Sabina, have built an elvtr. on the B. & O. S. W. Ry.—X.

Latty, O.—Fred Wickenhisser is now in charge of the elvtr. of John Wickenhisser & Co. at this station.

Blanchester, O.—J. S. Dewey, of the Dewey Bros. Co., is much improved and his recovery is looked for.

London, O.—The Farmers Grain & Merchandise Co. has incorporated and bot the elvtr. of A. Tanner & Sons.—G.

Deshler, O.—Farmers Elvtr. Co. incorporated; capital stock, \$25,000; incorporators, F. Schweibert, John Freeman and others.

Cleveland, O.—Wm. H. Ingham, vice-pres. of the Star Elvtr. Co., recently received a license to marry Miss Alice E. Elmer.

Curtice, O.—H. G. Dehring operates the only elvtr. at this station. All others are scoopers and have no elvtr. facilities.—E. I. N.

Shreve, O.—The Farmers Equity Exchange Co. has been organized with a capital stock of \$20,000. Wesley Shaffer is interested.

Jasper sta. (Washington C. H. p. o.), O.—W. D. Rapp & Son have a new 10,000-bu. elvtr. at this station, located on the Penn. R. R.—X.

Hicksville, O.—Jas. Seevers has been selected as mgr. of the Hicksville Grain Co. for 1916 and Phil Walters will have charge of the elvtr.

Van Wert, O.—The Van Wert Hay & Grain Co. incorporated to deal in grain, hay, coal and real estate; capital stock, \$15,000; incorporators, Jos. E. Mohr and others.

Chippewa Lake, O.—I am remodeling the feed grinder and basement at my recently acquired elvtr. which is located on the B. & O. R. R.—C. M. Carlton.

Sherwood, O.—The Raymond P. Lipe Co. has its new plant in operation. It consists of a 10,000-bu. elvtr. and hay barn located on the C. N. Ry.—Agt. Raymond P. Lipe Co., Bryan.

Weston, O.—John L. Underwood is the sole owner of the south elvtr., owned by Baldwin & Underwood, having purchased Ed. Baldwin's half interest. J. V. Dirk operates the north elvtr.—G.

Deunquat, O.—Deunquat Elvtr. & Exchange Co. incorporated; capital stock, \$10,000; incorporators, J. J. Armstrong, J. S. Ekleberry and others. The new company recently bot the elvtr. of Chas. Welch.—G.

Cleveland, O.—The Hay & Grain Exchange of the Chamber of Commerce elected the following officers at its annual election Jan. 12: H. W. Robinson, pres.; Hermann Schmitt, vice-pres., and F. W. Blazy, treas.

Roselms sta. (Grover Hill p. o.), O.—I am remodeling and rebuilding the elvtr. I recently took over at this station. Large flour and feed rooms, coal bins and a new office have been built which are all heated by steam.—L. C. Allinger, Delphos.

Mt. Sterling, O.—Willis Jones, operating an elvtr. at this place and also interested in elvtrs. at Derby and Orient, died Jan. 15 at Columbus. His health had been failing since last June. He is survived by his wife and 2 children.

Columbus, O.—The special lectures before the Winter Course in Agriculture at the Ohio State University includes an address by J. W. McCord, sec'y of the Ohio Grain Dealers Ass'n, on the Relation of Grades of Grain to Crop Improvement.

Edon, O.—The recently incorporated G. Wolff & Sons Co., of Hamilton, Ind., has bot the elvtr. of H. Knepper & Son and the feed store of Young & Schmitt, which it will operate in connection with its Hamilton business. Harry Wolff will be mgr. at this place.

St. Bernard, O.—The fire at our plant Dec. 30 entailing a loss of \$125,000, fully covered by insurance, destroyed about half of our plant. Temporary arrangements will enable us to continue running altho the output will be limited. We have already let contract for a new reinforced concrete elvtr. and mill which will cost approximately \$150,000.—Ubiko Mfg. Co.

CINCINNATI LETTER.

We have succeeded the Cincinnati Grain Co.—Cincinnati Grain & Hay Co.

Wm. J. Klein, of the Union Hay & Grain Co., has gone to a local hospital for a throat tumor operation.

The rules governing the grain and hay trade have been revised to conform with the new arrangement with the Grain & Hay Exchange.

The name of the Cincinnati Grain & Hay Exchange has been changed to the Grain & Hay Exchange of the Cincinnati Chamber of Commerce.

The mid-winter dinner of the Cincinnati Grain Dealers Ass'n was given at the Chamber of Commerce on Jan. 19 with about 150 persons in attendance.—M.

Lewis B. Daniel, sec'y-treas. of the Early & Daniel Co., died Jan. 13 of heart and kidney trouble. He was 58 years of age and was a prominent member of the Chamber of Commerce.

Officers of the Chamber of Commerce for the coming year are: Wm. B. Melish, pres.; F. B. Beinkamp, first vice-pres.; A. E. Burkhardt, 2nd vice-pres.; A. Clifford Shinkle, treas.; J. E. McClain, sec'y, and W. C. Culkins, executive sec'y. R. H. Wess received the largest number of votes for director at the annual election on Jan. 12. Frank J. Currus, of McQuillan & Co., was the only other grain man elected. Ed. J. Fitzgerald, of Fitzgerald Bros., and H. M. Brouse, of the Gale Bros. Co., have retired as directors.

Applications for membership in the Chamber of Commerce have been made by Julius Wides, mgr. of the recently formed Citizens Hay & Grain Co., and Wm. Fedders, of the J. H. Fedders & Sons Hay & Grain Co., of Covington, Ky.

In the bankruptcy proceedings of Paul Van Leunen, the court held that creditors have not substantiated their claim to property at Mt. Washington, valued at \$8,000, which he transferred to his wife some time ago. The court showed that he had made \$50,000 in 3 years from an initial capital of \$10,000 and that he was solvent at the time he transferred the property in question. The court further declared that he had been making money up to within 2 months of his bankruptcy while the transfer was a year and a half back.

TOLEDO LETTER.

R. J. Wendt is now with C. A. King & Co., having resigned as ass't sec'y of the Produce Exchange.

D. W. Camp, pres. of the Toledo Grain & Mfg. Co., and wife, celebrated their 55th wedding anniversary on Jan. 10.

Chas. Cameron, salesman for the Churchill Grain & Seed Co., has recovered from injuries received Nov. 27 when he fell at the company's plant.

The Young Grain Co. has moved into the Second National Bank Bldg. and as soon as its lease expires the Northwestern Elvtr. & Mill Co. will also occupy offices in this building.

OKLAHOMA

Enid, Okla.—A board of trade will be established in this city.

Sayre, Okla.—Puckett Bros. have engaged in the grain business.

Garber, Okla.—John Gerken has bot a half interest in the Garber Mill & Elvtr. Co.

Kingston, Okla.—We have moved from Denton, Tex., to this city.—Johnston Bros.

Manchester, Okla.—Geo. W. Morris has succeeded S. W. Miller as agt. of the Deer Creek Elvtr. Co.

Ringling, Okla.—The Creel Grain Co. has bot a site and will build a large grain and produce house.

Eagle sta. (Waynoka p. o.), Okla.—Work on the new elvtr. here is rapidly nearing completion.

Paoli, Okla.—A. R. Johnson is mgr. of the elvtr. here and is doing some repair work.—J. B. Crabtree.

Korn, Okla.—The only elvtr. at this station has a capacity of 20,000 bus. and is managed by B. I. Harms.—X.

Meno, Okla.—Farmers Elvtr. Co. incorporated; capital stock, \$5,000; incorporators, Wm. Marsh, J. A. Wedel and others.

Okarche, Okla.—Plans are being discussed for the rebuilding of the elvtr. of the Farmers Elvtr. Co. which burned Dec. 30.

Amber, Okla.—The elvtr. of the Wheatland Grain & Lumber Co., which burned Nov. 13, was rebuilt and in operation 26 days after the fire.

Oklahoma City, Okla.—The annual convention of the Oklahoma Grain Dealers Ass'n will be held May 23 and 24 in this city with headquarters at the Hotel Skirvin.

Muskogee, Okla.—Our mgr. fell twice last year, breaking ribs in both falls, and had his thumb taken off last July while in western Kansas.—Muskogee Grain & Commission Co.

Lindsay, Okla.—Keel & Son sustained a loss of \$1,700 when their corn crib, engine room and sheller room, adjacent to their elvtr., burned recently. Loss is covered by insurance.

Beaver, Okla.—The new 15,000-bu. iron clad up-to-date elvtr., for which the C. M. Light Grain Co. let contract some time ago, is completed and in operation. The Western Construction Co. had the contract.

Beaver, Okla.—The elvtr. of H. F. Probst, now under construction, will be completed about Feb. 1. The Alva Elvtr. Co. finished the work of installing its scales and will soon start the erection of an elvtr.

Yukon, Okla.—Contract has been let by the Yukon Mill & Grain Co. for 500,000 bus. additional concrete grain storage, work on which will be started in the spring and finished to take care of the new crop.

Leedey, Okla.—I am now mgr. of the Farmers Union Clearing House, which engaged in business July 15, 1915, with a capital stock of \$5,000. It has bot a site and will build an elvtr. in the spring.—Geo. A. Logan.

Sand Springs, Okla.—We will enlarge our elvtr. which has a capacity of 3 carloads and have recently installed a feed mill in our cereal mill where we will resume the manufacture of breakfast foods.—S. S. Home Cereal Co., per Ed. A. Page.

Camargo, Okla.—The Alva Roller Mills, of Alva, has sold its line of elvtrs. on the M. K. & T. R. R. to Bouquot & Ludwick, of Woodward. I have remained as grain buyer here for the new firm.—Walter Hunsaker.

Woodward, Okla.—We have incorporated and bot the elvtrs. at May and Dunlap formerly owned by the Alva Roller Mills and also the one at this place from C. R. Ludwick. J. H. Cox is pres., L. O. Street, vice-pres. and mgr. and Lila M. Street, sec'y and treas. of our company.—L. O. Street Grain Co.

Capron, Okla.—The farmers have been hauling their off grade wheat to Kiowa, as they could get about as much for the low test and bin burnt wheat as they could for No. 3 wheat. We have been unable to meet the high prices that Kiowa has paid as we could not find any market at which to sell which would let us pay what they are paying. We hope that the wheat market will be more satisfactory this year than last.—W. W. Fulkerson, mgr. Farmers Grain & Coal Co.

OREGON

Portland, Ore.—Charles Stewart, a prominent grain dealer, died suddenly Jan. 3, aged 62 years.

Briedwell sta. (McMinnville p. o.), Ore.—I operate the only elvtr. and warehouse at this point.—E. H. Hanson.

PENNSYLVANIA

Washington, Pa.—J. K. Lauson has bot the elvtr. located on the B. & O. R. R., from the estate of Britt Hart.

Summerville, Pa.—The John L. Dinger Mfg. Co. sustained a loss of \$40,000 when its mill burned this month. Insurance, \$10,200. The elvtr., containing about 5,000 bus. of wheat and 5,000 bus. of buckwheat, was also destroyed.

PHILADELPHIA LETTER.

C. S. Thomas, of Centreville, Md., and John D. Shibe, have been admitted to membership in the Commercial Exchange.

S. Abbott Willits, head of the grain and hay brokerage firm of E. O. Rogers & Co., and a director of the Commercial Exchange, died Jan. 12 at Haddonfield, N. J.

James Hay, engaged in the grain, feed and flour commission business, died Dec. 29 of pneumonia. Geo. and Chas. Hay will continue the business under the name of George Hay & Co.

The following were nominated Jan. 15 as candidates for officers and directors of the Commercial Exchange at its annual election Jan. 25: Pres., Louis G. Graff; vice-pres., C. Herbert Bell; treas., Jos. W. Beatty; directors, Wm. H. Hahn, Wm. B. Stites, E. H. Price, Robt. Morris, Geo. M. Richardson, John A. Kilpatrick, Geo. M. Warner, A. H. March, S. L. McKnight, W. A. Yerkes, D. A. Karr, S. H. Young and W. K. Woolman.

A. Beitney, in the grain and hay business for many years, died Jan. 11 of apoplexy, aged 68 years. He was a member of the arbitration com'te of the Commercial Exchange at the time of his death and had been connected with the exchange since 1878.

S. F. Scattergood & Co. have sold their interest in the Philadelphia Export Co., which does a grain and flour export business, to John D. Shibe. The company has been reorganized with Wm. M. Richardson as pres., Walter K. Woolman, vice-pres., and John D. Shibe as sec'y-treas. Mr. Shibe has been admitted to membership in the Commercial Exchange.

SOUTH DAKOTA

Draper, S. D.—We operate the elvtr. here under lease from Mrs. Carl Burdahl, of Sioux Falls.—Kimball Roller Mills, Kimball.

Yale, S. D.—The Farmers Elvtr. Co. has practically completed a new 30,000-bu. elvtr. to replace the house which burned a short time ago.

St. Marys sta. (Howard p. o.), S. D.—Work of rebuilding the 17,000-bu. elvtr. of Mark Wertz has been finished and grain is now being taken in.

Freeman, S. D.—Pollman & Wipf are successors to Pollman & Dewald and are in no way connected with J. J. Wipf who owns 2 elvtrs. at this station.—J.

Egan, S. D.—The Farmers Grain & Fuel Co. has incorporated and will take over the property of the Standard Grain Co. if possible. If not an elvtr. will be built.

Iroquois, S. D.—The 28,000-bu. elvtr. of Theophilus Bros. burned Jan. 12. The fire started in the office from an overheated stove. Loss, \$20,000; partially covered by insurance.

Chamberlain, S. D.—The Chamberlain Mfg. Co. has placed its elvtr. and mill on a new foundation on firm ground. Last August the earth for 100 ft. around the plant settled into an old well.

Astoria, S. D.—One of the elvtrs. of the Farmers Elvtr. Co., containing 10,000 bus. of oats and barley, was destroyed by fire Jan. 10 which started from an overheated stove. Loss, \$8,000; covered by insurance. Elvtr. No. 2 will be operated as usual.

SOUTHEAST

Alexandria, Va.—We are now taking on grain accounts.—T. C. Howard, merchandise broker.

Richmond, Va.—W. R. Johnstone and W. D. Butler & Co. have withdrawn their memberships in the Grain Exchange.

Montgomery, Ala.—The Capital City Grain & Feed Co. is putting a small grain elvtr. and repacking flour mill in its plant.

Hamilton, Va.—The Wilkins-Rogers Mfg. Co. incorporated; capital stock, \$100,000; incorporators, Howard L. Wilkins, pres. and others.

Norfolk, Va.—The Norfolk & Western R. R. Co. is considering the construction of a 1,000,000-bu. elvtr. at Lambert's Point near this city.

Brookneal, Va.—Geo. E. Little is handling grain and feed here now and are out of the grain business.—Brookneal Feed & Seed Co.

Norfolk, Va.—B. C. Stell & Co. incorporated to handle grain and cotton; capital stock, \$15,000; incorporators, B. C. Stell, pres., V. R. Stell, sec'y-treas., and others.

Montgomery, Ala.—Business men of this city, headed by Richard M. Hobbie, are discussing the erection of an up-to-date grain elvtr. at a cost of approximately \$200,000.

Birmingham, Ala.—Smith Grain & Grocery Co. incorporated; capital stock, \$10,000; incorporators, R. A. Smith, pres. and treas., Miss Mary Smith, sec'y, and Miss G. M. Smith, vice-pres.

Bessemer, Ala.—We are not planning on putting in a grain elvtr. in our plant which is located on the L. & N. R. R., as was recently reported. H. C. Fason is mgr. of our company.—Bradley & Fason.

Sheffield, Ala.—Tennessee Valley Brokerage Co. incorporated to handle grain and operate grain elvtrs.; capital stock, \$10,000; incorporators, Phillip Olim, pres., P. B. Willis, mgr., and Phillip Kreisman, sec'y.

Decatur, Ala.—We will open a wholesale grain business in the near future under the name of the Lyle-Taylor Grain Co. and will run a power corn sheller and handle corn, oats and hay.—Lyle & Lyle, Huntsville.

Clarksburg, W. Va.—Jesse C. Stewart, of Pittsburgh, Pa., has opened a branch office in this city. In addition to flour and feed he will handle grain and hay. A. C. Sturtevant will be mgr. with Edward C. Bassell in charge of the grain and hay dept.

Atlanta, Ga.—At the annual election of officers of the Atlanta Grain Dealers Ass'n W. L. Fain was re-elected pres., Theo. W. Martin was chosen first vice-pres., T. J. Brooke, 2nd vice-pres., A. C. Woolley, sec'y-treas., Edward E. Smith, ass't sec'y, A. Morgan, J. R. Bachman, Jos. Gregg, Sr., and J. W. Russell, directors.

Mobile, Ala.—At the annual election of the Chamber of Commerce on Jan. 11 the following officers were elected for the ensuing year: E. M. Bailey, pres., W. M. Clemens, first vice-pres., Aubrey Boyles, 2nd vice-pres., A. L. Staples, treas., directors: L. G. Adams, J. J. Blacksher, W. W. Croom, R. A. Christian, W. T. Goubil, M. Waring Harrison, C. B. Hervey, Martin Holbrook, L. C. Irvine, T. K. Jackson, Herbert Lyons, P. W. Maer, Harry Pillans, Jacob Reiss and F. C. Horton.—R. G. Cobb, traffic mgr.-sec'y.

TENNESSEE

Hardison Mills, Tenn.—Bates Morris has succeeded J. S. Morris as mgr. of the Marshall & Maury Mfg. Co.

Lewisburg, Tenn.—J. S. Morris has succeeded W. A. Bills as mgr. of the Lewisburg Mill & Elvtr. Co. Mr. Bills will at an early date engage in the grain and feed business, in the McRady Bldg., on his own account.

Covington, Tenn.—D. W. Marks and L. P. Anderson have bot the grain and feed business of Embry E. Anderson and will operate it under the name of Marks & Anderson. Mr. Anderson will engage in business at Memphis.

MEMPHIS LETTER.

The interior of the Merchants Exchange is being redecorated.

Embry E. Anderson has sold his grain and feed business at Covington and will engage in the grain brokerage business here on a larger scale.

At the annual election of the Merchants Exchange held Jan. 8 John B. Edgar was elected pres., and E. T. Lindsay, vice-pres. New directors are: Chas. G. Robinson, Chas. R. Miller, W. J. Prescott, C. T. McCabe, L. R. Donelson, S. N. Minor, W. H. Kyle and S. E. Rison.

The Gillette Grain Co., of Nashville, has opened a branch in this city under the name of the Bluff City Grain Co. and has rented the elvtr. space in the plant of J. B. Horton until its new concrete elvtr., for which it recently let contract, is completed which will not be for several months.

TEXAS

Bryan, Tex.—No elvtrs. are located at this station.—X.

Houston, Tex.—The erection of an elvtr. is contemplated by the city.

Denison, Tex.—I am no longer engaged in the grain business.—W. J. Leeper.

Houston, Tex.—The South Texas Grain Co. will build a 2-story reinforced concrete mill.

Bay City, Tex.—We have moved into our recently acquired grain warehouse.—Carter Grain Co.

Decatur, Tex.—We will let contract for a 75,000-bu. concrete elvtr. about Feb. 1.—Lillard Mfg. Co.

Denton, Tex.—S. A. Blewett, of Krum, is now mgr. of the Denton Mfg. Co., succeeding B. W. Blewett.

Austin, Tex.—The Moore Grain Co., of Kansas City, Mo., has discontinued the grain business in this state.

Ft. Worth, Tex.—The headquarters of the Patton-Rardin Grain Co. have been moved from Texhoma, Okla., to this city.

Ft. Worth, Tex.—John A. Mugg, of the Panther City Grain Co., has been admitted to membership in the Grain & Cotton Exchange.

Garland, Tex.—Plans are being made for the proposed farmers elvtr. at this place. It will cost \$6,000 without the machinery.

Howe, Tex.—The firm of Hughes & McCoy has been dissolved by mutual consent and the business will be continued by the J. A. Hughes Grain Co. with J. A. Hughes as mgr.

Paris, Tex.—The Paris Mfg. Co. will build a 150,000-bu. concrete elvtr. in connection with the mill for which it recently let contract. J. C. Whaley, of Gainesville, is the principal stockholder in the company. This plant replaces the one which burned Nov. 26.

Harrold, Tex.—I sold my elvtr. last summer to the Harrold Grain Co. which is now conducting 2 elvtrs. at this place, one at Iowa Park and another at Electra, all on the F. W. & D. C. R. R. The company is composed of J. B. Furgerson and others.—P. H. Robinson, of Robinson Grain Co.

Dallas, Tex.—Fire of unknown origin Jan. 15 practically destroyed the stock of grain and feedstuff at the plant of the E. B. Chenoweth Grain Co., valued at \$26,000 or \$27,000 on which \$2,000 insurance was carried. No insurance was carried on the corrugated iron building which was badly damaged.

Carlton, Tex.—The name of the Miller Grain & Seed Co. has been changed to the B. E. Miller Seed Co. The grain business had been turned over to T. H. Moss, who died last week. We understand that his grain business will be discontinued and in that event we will handle all the grain business as heretofore still retaining the name of the B. E. Miller Seed Co. B. E., A. L. and L. C. Miller are members of the company.—B. E. Miller, of B. E. Miller Seed Co.

UTAH

Ogden, Utah.—James Mack, founder of the Ogden Mfg. & Elvtr. Co., died recently.

WASHINGTON

Waitsburg, Wash.—E. H. Leonard, of Prescott, is now with the Preston-Shaffer Mfg. Co.

Seattle, Wash.—Logan & Bryan have moved into new quarters in the L. C. Smith Bldg. Lloyd B. Faust is local mgr.

Walla Walla, Wash.—M. S. Jones, who has been with the Puget Sound Warehouse Co. for 15 years, has resigned and is now at Prescott.

Prescott, Wash.—M. S. Jones, of Walla Walla, has succeeded E. H. Leonard, who has been mgr. of the Portland Flouring Mills Co. at this point for the last 18 years.

Centralia, Wash.—The report that we would establish a branch at this place is incorrect. We have at no time considered taking such a step.—W. H. Kenworthy & Son, Tacoma.

Mt. Vernon, Wash.—Wm. Hayton and G. H. Clark have acquired interests in the grain and seed firm of Ball & Lindbloom and Sam Ball has retired. The business will be continued under the name of the City Grain & Seed Co.

Walla Walla, Wash.—The Pacific Coast Elvtr. Co. has brot suit for the collection of \$4,000 from E. E. Lytle and W. F. Crowe, on 2 notes alleged due and \$500 attorney's fee. The plaintiff asks that a receiver be appointed.

WISCONSIN

Rice Lake, Wis.—No grain elvtrs. are located at this station.—X.

Fond du Lac, Wis.—The Helmer Mlg. Co. will move its offices on Apr. 1 to a new brick structure adjoining its recently built elvtr.

Cadott, Wis.—W. N. Smith, who operated a 12,000-bu. elvtr., died Dec. 30. I do not know how long I will remain in the grain business.—Clinton Smith.

Rubicon, Wis.—Joseph Hauser, pres. of the Rubicon Malting & Grain Co., died this month from bronchitis and pneumonia. He was 74 years of age.

Manitowoc, Wis.—The government has bonded Elvtr. "A," owned by the Bartlett-Frazier Co. Under the bond the company can handle and clear Canadian grain and hold it without paying duty.

MILWAUKEE LETTER.

The Lyman-Joseph Grain Co. will erect a metal grain drier at a cost of \$1,400.

The Milwaukee Grain & Feed Co. has made plans for a 3-story reinforced concrete and brick building which will cost approximately \$25,000.

The Com'ite on Rules of the Chamber of Commerce has drafted an amendment to the rules providing for an increase in the rate of commission on corn from $\frac{1}{2}$ ¢ to $\frac{3}{4}$ ¢ per bu. to non-members.

Probably the largest car of oats ever received at this market was consigned to W. M. Bell & Co. by the Farmers Elvtr. Co., at Waupun. It weighed 105,120 lbs. or 3,285 bus.

Directors of the Chamber of Commerce voted Jan. 14 to put into effect the new rule requiring grain firms to have their solicitors licensed, for which an annual fee of \$5 is established. The rule is for the purpose of eliminating discriminatory tactics on the part of solicitors.

J. C. SHAFFER & Co. are sending their friends a 15-inch hard maple desk rule, well finished, with brass edges.

ACTION on free wheat will be considered by the present Canadian parliament, on request of its minority members.

REMOVAL of the duty on wheat by Spain and Italy on Jan. 11 would indicate that the grain is urgently needed in those two countries.

THE LEVER BILL, providing for the licensing and inspection of warehouses for agricultural products, has been favorably reported by the Agricultural Com'ite.

ADVICES from foreign spot markets show very high prices for wheat and indicate that present supplies are inadequate. It is therefore not to be wondered at that North American wheats are in good demand from abroad at constantly increasing prices. The ocean freight situation continues unchanged, with no prospects of an increase in the supply of tonnage.—L. W. Forbell & Co.

EXPERIMENTS with northwestern wheats, made by the Washington State College, indicate that the grain known as Hybrid No. 128 excels all others in both quality and yield. Reports from farmers corroborate the merits of the wheat as shown by the station tests. Both claim for the wheat a 6% greater yield than the average of other varieties. The station calls attention to the fact that a hybrid may be just as pure a wheat as any other, and if kept free from outside mixtures No. 128 is expected to remain pure.

Work of Office of Markets.

Chas. J. Brand, chief of the Office of Markets of the U. S. Dept. of Agriculture, has recently published his report to Sec'y Houston on the work of this new office for the 12 months ending June 30, 1915, showing that the activities of this office are rapidly expanding.

For the fiscal year ending June 30, 1916, the appropriation for the Office of Markets was \$484,050, including \$75,000 appropriated to enforce the tax on trades made on cotton exchanges.

The number of persons employed in the office, both scientific and clerical, increased 164 per cent, from 83 on July 1, 1914, to 219 on July 1, 1915, and in December the office moved into a new building. Much of the labor and funds of the Office have been expended in the cotton, produce and live stock lines. Mr. Brand says:

The survey of farmers' organizations has produced additional information. The names of over 1,000 old ass'ns and newly formed ones have been added to the list which now includes over 11,000 entries, of which large number only one-sixth are truly co-operative, and this office has down plans for reorganizing 12 of them on the basis of no capital stock, non-profit and the payment of patronage dividends, with a one-vote membership control. Most of these organizations are held together by loosely drawn membership agreements, with penalty clauses that are clearly illegal.

Personal visits have been made to existing and prospective organizations of farmers in 13 states and definite advice has been given regarding plans of organization.

Preliminary work has been done on grain marketing and near the close of the fiscal year investigators were appointed to devote their entire time on the subject. In response to House Resolution No. 571 an investigation of prices of wheat to producers in Kansas was conducted in the summer of 1914 and published as House Document No. 1271.

Investigations of the marketing of grain and hay at country points and terminal markets are now in progress. It is planned to begin as soon as possible an investigation of the methods of distribution of grain, grain products and hay to the consumer in the eastern and south Atlantic states.

A preliminary study has been made of the outlook for the organization of farmers' mutual elevator insurance companies in the grain producing states of the middle west. The methods of the New England factory mutuals have been studied in order to determine whether it will be practicable to apply the experience of these companies to the elevator insurance problem and in some measure to agricultural insurance in general.

WE HAVE always enjoyed reading the Grain Dealers Journal.—J. A. Campbell & Son, Atlantic, Ia.

BINDER TWINE is one of the large items of expense in the production of grain, and a monopoly having been established by the sisal fiber trust known as the Comision Reguladora del Mercado de Henequen, Senator McCumber of North Dakota on Jan. 6 introduced a resolution in the Senate instructing the attorney-general of the United States to report on any combinations or agreements to control the wholesale or retail prices of sisal and manila binder twine in the United States. The trust has reduced the price paid the grower in Yucatan from 5 to 4 cents per pound and has raised the selling price from 6 $\frac{1}{2}$ to 7 $\frac{1}{2}$ cents fob New Orleans. After paying $\frac{5}{8}$ cents export duty to the Mexican government and $\frac{1}{2}$ ¢ freight the monopoly had a margin or $\frac{3}{8}$ cent, yielding \$1,500,000 net, as the government paid the monopoly members a salary out of the tax. At 7 $\frac{1}{2}$ ¢ the net for 1916 will be \$4,000,000, and the monopoly contemplates raising the price to 10 cents.

Affidavit of Weight

WHEN YOU find it necessary to make a sworn statement of the amount of grain loaded into a car, use our AFFIDAVIT of WEIGHT blanks.

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Grain Carriers

THE RAILROAD embargo at Baltimore was lifted Jan. 18.

A REHEARING of the Kentucky grain rate case has been requested by the L. & N. R. R. Co.

RAILROAD YARDS at Kansas City are congested, there being 3,000 cars of grain, mostly wheat, on track.

LONGSHOREMEN at Baltimore and other ports demand an 8 per cent increase in pay, and threaten strike.

NEBRASKA CARRIERS are still short of cars, but are making a special effort to obtain all the grain carrying equipment possible.

SURPLUS of idle freight cars on United States and Canadian railways on Jan. 1 amounted to 46,955, compared with 38,199 on Dec. 1.

NEW REDUCED rates from Armstrong, Ont., to Montreal and Quebec on grain from the west will be 6c on wheat, 5½c on barley and 4c on oats.

THE ROCK ISLAND embargo on grain to Galveston did not apply to grain for which shippers had arranged for space in the Sunset or Texas Star Elevators.

THIRTEEN STEAMERS of the Cleveland Steamship Co. will be purchased by the Interlake Steamship Co., of Cleveland, O., giving the latter more than 50 steamers.

AN EMBARGO at Kansas City has been declared against the Terminal Elevators on the Rock Island. The Burlington has embargoed grain shipments to Kansas City.

SELMA, ALA., is working on a plan to ship grain from Ohio River points to Mobile and by steamer on the Alabama River to Selma on a 16c rate, against 23c all rail.

THE INTERSTATE Commerce Commission has postponed its hearing, on the proposed increases in grain rates, scheduled to be held at Des Moines, Ia., on Jan. 18, to Feb. 3.

THE EMBARGOES of the Pennsylvania and Central Railroad of New Jersey, on export traffic at the Atlantic ports, have been lifted and a considerably freer movement is reported.

ELEVATOR OPERATORS at Cuba, Kan., complain of the lack of cars for the shipment of new corn, as they will be unable to accept more grain until that now on hand begins to move.

THE STEAMER J. K. Dimmick has just taken on 251,000 bus. of wheat at Duluth for winter storage. This brings the total of wheat afloat in the harbor for spring delivery up to 758,000 bus.

THE PROPOSED cancellation of joint rates on grain by the C., R. I. & P. R. R. Co. from North Dakota to Oklahoma has been postponed by the Interstate Commerce Commission until July 18.

STRIKING a submerged wreck the steamer Frankier, with wheat from Portland for Dunstan Dock, England, put into Halifax and was beached. The grain is being removed under difficulties.

THE INTERSTATE Commerce Commission has found the tariffs recently filed by the lake-and-rail carriers, proposing increased class and commodity rates, not justified, and has ordered their cancellation.

AN EMBARGO was placed Jan. 14 by the Erie Ry. on all shipments of grain to New York, domestic or for export, providing it requires lighterage. Similar shipments to Philadelphia have been embargoed by the Pennsylvania Ry.

F. W. YOUNG, manager of the Lake Shippers Clearance Ass'n, of Canada, announces that definite arrangements have been made by lake shippers to handle shipment of the Government's requisitioned wheat all rail to the seaboard.

THE INTERSTATE Commerce Commission has suspended the proposed cancellations of joint rates on grain from Oklahoma to Gulf ports until May 9. The proposed cancellation is suspended pending investigation as to its reasonableness.

THE EMBARGOES on grain placed recently by the New York Central and West Shore Rys., have been modified as conditions at eastern ports are improving. The New York Central is accepting grain shipments provided ocean vessels are waiting for the grain.

THE DENVER & Rio Grande Ry. has placed an order for 1,000 box cars, the Southern Pacific Ry. is inquiring for prices on 4,000 freight cars, half of which will be box cars suitable for transporting grain, and more than 1,500 box cars have been ordered by the Union Pacific.

HIGH PACIFIC OCEAN freights diverted two entire cargoes of 232,000 and 160,000 bus. wheat from the Pacific Coast by rail to Philadelphia for loading on the steamers Buxton and Hazelmoor. The grain crossed the continent in bags but will go to United Kingdom ports in bulk.

FAILURE of the railroads to supply grain cars thruout northern Kansas, especially in the vicinity of Agenda, is creating a hardship upon the grain dealers. On Jan. 13 many dealers were refusing to accept grain offered, while those who were taking it had to dump their purchases on the ground.

NEW ORLEANS is now loading its first shipment of wheat from Oregon on the steamer Rathlin Head. On account of the closing of the Panama Canal M. H. Houser, of Portland, the well known grain exporter, will make other shipments thru New Orleans, where he will be represented until May by A. J. Shanks.

THE FARMERS Elevator Co., Comstock, Minn., has brot suit against the Great Northern Ry., for \$841.32 alleging overcharges on grain shipments from Comstock to Minneapolis. It is alleged the shipments were routed thru a section of North Dakota instead of direct to Minneapolis, making them subject to interstate rates.

A SYNDICATE of Buffalo and New York financiers is said to be negotiating for the purchase of 35 lake steamers for new and independent lake lines. It is proposed by the new Great Lakes transit company to take over and operate the vessels formerly owned by the Pennsylvania, New York Central, and Erie Railroads.

THE MISSOURI Grain Dealers Ass'n, recently complained to the Public Utilities Commission of that state regarding the deduction of ½ of 1% made by all carriers from the net weight of each car of grain on which a claim was filed. The Ass'n's complaint was based on the fact that this deduction was not made on shipments in interstate traffic, and resulted in an agreement with the carriers whereby they promise not to make the deduction in the future.

CARRIERS are as liable for freight lost from their warehouses as for loss or damage to shipments while in transit, according to a decision of the Supreme Court, rendered Jan. 10. The Court held that carrying and warehousing of goods were both grouped by the Hepburn law as transportation and governed by the same principles.

THE FREIGHT Buro of Selma, Ala., is preparing to file a complaint with the Interstate Commerce Commission asking readjustment of rates on grain and grain products to make the present rates to Selma more in proportion to those quoted to Mobile. The present rate from Cairo to Mobile is 10c per 100 lbs., while Selma must pay 23c.

THE INTERSTATE Commerce Commission has decided against the proposed increase of 5% in class and commodity rates between New England, the middle Atlantic States, and the west, by way of the Great Lakes. The rates in question are known as the lake-and-rail, and since navigation has closed there is no immediate practical effect.

CANADIAN GOVERNMENT and Grand Trunk Pacific officials have made arrangements for the shipment of 50 cars of requisitioned wheat per day to Portland, via Graham, at the same freight rate as obtains over the Canadian Pacific. The road is said to have 1,000 empty grain cars accumulated at Fort William to handle the Government grain.

SHIPPERS of wheat at Fort William and Port Arthur have been asked by railroads to show that ocean room has been chartered before ordering cars to take grain to seaboard. This precaution is taken to help the legitimate shippers, while it operates against speculators who take the chance of getting big price for the grain on arrival at seaboard.

THE SUIT of the Rock Mill & Elevator Co., Hutchinson, Kan., against the Santa Fe Ry., for recovery of coeprage charges alleged to have been unjustly collected, will be tried again by the district court. The elevator company won its case at the last trial before the district court, but upon appeal by the railroad the decision was reversed by the Supreme Court.

A NOTICE issued on Jan. 12 by the Western Maryland Ry. Co., reads: "On account of accumulations, effective at once and until further notice, embargo all shipments of grain, either export or domestic, consigned, reconsigned, or to be reconsigned to any station in Baltimore, including the Port Covington Elevator. Shipments billed on, or prior to Jan. 4 will be accepted."

REPRESENTATIVES of grain interests and the Central Freight Ass'n, held a meeting at Chicago Jan. 13 to arrive at a compromise of the minimum carload weights for grain. The compromise weights offered by the grain trade, and which the railroads asked time to consider, are as follows: wheat, per car, 64,500 lbs.; corn and rye, 61,600 lbs.; oats, 51,200 lbs. If adopted it is to be effective July 1.

A SHIPPING COMBINE intended as the beginning of a United States merchant marine, is being organized at New York by C. W. Morse. Its ships will fly the American flag and be American owned, and all of the principal ports of Europe and South America will be touched. On Jan. 11, 13 vessels had been acquired at a price in excess of \$3,000,000. Twelve of the vessels will sail between New York and Archangel for the present.

A HEARING will be granted in Peoria Feb. 24th before a representative of the Interstate Commerce Commission, to discuss reasons why the proposed advance in freight rates on grain over the C. & N. W. into Peoria should not be allowed.

THE OMAHA Grain Exchange is preparing a complaint to be filed within the near future with the Interstate Commerce Commission, alleging discrimination in freight rates on grain in favor of Kansas City, Mo.

INTERSTATE COMMERCE Commission, in a recent decision held that where there is no privity of interest between the consignor and consignee, the filing of a claim for reparation by the consignee does not constitute a filing by or on behalf of the consignor and will not stop the running of the statute of limitations as to the consignor.

AN INJUNCTION has been issued at Buffalo, N. Y., restraining the New York Central from increasing its thru grain rates or refusing to continue its milling in transit privileges heretofore granted the Buffalo grain and milling trades. The matter is to be argued before the Interstate Commerce Commission at some future time, and until the hearing the carrier must continue on the old basis.

AN EMBARGO was placed Jan. 10 by the Canadian Pacific Ry. on shipments of grain for Port Arthur and Fort William. The embargo was only of a week's duration and did not affect the loading of grain for interior elevators and mills. The Grand Trunk Pacific Ry., used the Government Elevator at Saskatoon instead of the Fort William terminal houses, in that way helping to lift the blockade.

REPRESENTATIVE CARY's bill, recently introduced into the House, seeks to create a dep't of transportation, with a head who shall have a seat in the cabinet. He would have the powers now possessed by the Interstate Commerce Commission in the regulation of telegraphs, telephones, and everything except railroads, the carriers being left to the Commission. The bill is based upon the assumption that the Interstate Commerce Commission is three years behind in its work.

AN EMBARGO effective after Jan. 14 was announced recently by the Boston & Maine R. R. Co. in the following: On account of accumulation of export freight at Boston and en route, and for the protection of domestic business, embargo is placed by the Boston & Maine on all carload and less carload freight, except live stock and perishable, consigned, re-consigned or intended for export via the port of Boston. Embargo is placed on all shipments consigned, re-consigned or intended for the Merchants & Miners Transportation Co. from Boston.

THE PROPOSED increased reshipping rates on grain and grain products, and proposed increased charges under the reshipping rates on grain, to be effected by the withdrawal of transit service, the imposition of a switching charge, and an increase in the minimum weights, from Manitowoc and Milwaukee, Wis., Chicago, Ill., and other points, to central freight association and trunk line territories, the Virginia cities, and other points, on shipments routed by way of the Pere Marquette Railroad and the Ann Arbor Railroad and connections, have been found not justified, and ordered canceled by the Interstate Commerce Commission.

Books Received

THE ANNUAL REPORT of the Dep't of Agriculture, for the Province of Alberta, for 1914 has just been published, and among other subjects of value contains a complete report by the Crop Statistician, Duncan Marshall, Minister of Agriculture, Edmonton, Alta.

CANADA WEST is a pamphlet of 50 pages giving information on the land laws, crops, methods of settlement and farming in western Canada, to prospective immigrants from the United States. Illustrated. Issued by W. J. Roche, Minister of the Interior, Ottawa, Can.

MILLING OF RICE and its Mechanical and Chemical Effect upon the Grain, has been studied by F. B. Wise and A. W. Broomell of the Buros of Plant Industry and Chemistry, who have reported upon the geographical distribution and value of the rice crop, structure of the rice grain, evolution of rice milling, mechanical and chemical effect of milling, mechanical analyses and mill yields and chemical analyses in the 31-page illustrated Bulletin No. 330 of the U. S. Dept. of Agriculture, Washington, D. C.

GETTING THE MOST OUT OF BUSINESS is an inspiring volume full of helpful suggestions to managers of large enterprises on hiring help, buying and selling and efficiency in manufacture. Proprietors of small businesses whose enterprises are expanding will find the book useful in laying out a policy to be followed. By E. St. Elmo Lewis, author of the "Credit Man and His Work," "Creative Salesmanship," "Financial Advertising." Cloth, 483 pages. The Ronald Press Co., 20 Vesey St., New York. Price, postpaid, \$2.

BUILDING A CREDIT POLICY is the title of a booklet with many instructive hints for the grain dealer who handles side lines. Unless his community is more prosperous than the average, such a dealer knows that his customers have ready money only once or twice a year, and for that reason he can not be very strict in the extension of credit without working a hardship on them which will naturally react upon himself. He is likely to forget that a sale is only a loss until the bill is paid. Bankers will not loan money without a definite agreement as to the time of payment, and as merchandise represents money credit should be extended under the same circumstances. Many suggestions, including use of the lien laws and settlement by note, are given as a means of keeping good accounts good. The booklet will be sent readers of the Journal by the Curtis Service Bureau, Clinton, Ia.

FACTS CONCERNING MIXED FLOUR are incorporated in a book advocating fair play for corn, published recently by the American Manufacturers Ass'n of Products from Corn, the members of which grind annually more than 56,000,000 bus. of that grain. The book contains a statement of reasons why the mixing of wheat or wheat flour with other grains or the product of other grains should be relieved of the tax and many burdensome restriction now in force. The law now fixes a tax of 4c per bbl. on certain mixed flours. Wheat flour is protected by special legislation from admixture with the flour or other products of corn, rye, oats, rice, barley and other cereals, which, in the opinion of the corn trade, constitutes a distinct discrimination against all of these cereals. Copies of the book may be obtained by addressing the Ass'n at Chicago.

A TREATISE on the methods of artificial drying grain, with illustrations of various types of dryers, is given in Landw. Hefte, No. 28, 1915, under the title "Storing the grain crop."

CIFER CODES

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Robinson Cipher Code with 1912 Supplement, an absolute necessity with every grain dealer who handles any of his business over the wire. Bound in full leather, and printed on bond paper. Price, \$2.00.

A. B. C. Improved 5th Edition, contains a complete set of five letter code words for every expression in the former edition. Any two of these words may be combined and sent as one word, reducing telegraph tolls 50 per cent. Price in English, \$10.00.

Riverside Code, fifth edition, specially adapted for use of millers and flour dealers, who do an export business. Bound in flexible leather covers, 228 pages. Price, \$3.00.

Baltimore Export Cable Code, third edition, the latest, simplest and most popular code used in the export grain trade. Bound in leather, 412 pages. Price, \$10.00.

Your Name in gilt letters stamped on front cover of any of the above books for 25 cents extra. For any of the codes, address

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Receiving and Stock Book

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The book is formed of 160 pages of superior linen ledger paper, each page 9x12 inches. Spaces are provided for 3,200 wagon loads. The book is well bound with leather back and round corners. Price, \$1.50.

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Grain Dealers Journal

315 So. La Salle St. CHICAGO, ILL.

Patents Granted

Bag Holder. No. 1,167,604 (See cut.) E. M. Tucker, Oakesdale, Wash. The spout structure in the bag holding mechanism is provided with a bar upon which is pivoted the bag holding means. Other means are provided on the spout structure for coaction to release or support the holding means.

Grain Drier. No. 1,167,853. (See cut.) C. F. Stehlin, New Rochelle, N. Y. Grain is passed thru an inclined rotating drum in a lengthwise direction while air is forced thru the drum in the opposite direction. A series of transverse partitions in the drum, spaced away from the walls, control and distribute the drying air in its passage thru the drum.

Belt Elevator. No. 1,167,869. (See cut.) G. M. Wolff, Milwaukee, Wis. A series of perforations near the transverse center line of a bucket facilitates connecting the bucket with a belt carrier, and the back wall of the bucket, above the line of perforations, has a slot thru which material may pass from the space in the rear of the upper portion of the back wall.

Rice Hulling and Polishing Machine. No. 1,168,133. (See cut.) R. W. Welch, Baltimore, Md., assignor to J. H. Windfelder, Baltimore, Md. The machine includes a revoluble member and a contractible and expandable casing which envelops the whole, the casing embodying a plurality of sections provided with oblique slots. Rods, received by the oblique slots, are moved which simultaneously moves the sections inward or outward.

Self Dumping Elevator. No. 1,168,947. (See cut.) C. W. Levalley, Milwaukee, Wis. A bucket frame is vertically movable within an upright frame, the bucket being arranged to dump by gravity when left free. A latch is provided for holding the bucket in an upright position, with means for slightly moving the bucket as it approaches the place for dumping. Means are also provided for removing the latch, leaving the bucket free to dump.

Grain and Seed Separator or Cleaner. No. 1,168,550. (See cut.) W. A. Rice, Jerseyville, Ill. A series of rolls, mounted one above the other, are fixed within a frame and another set of rolls fixed in bearings one above the other are so arranged that they may be moved up or down simultaneously. An endless belt, mounted on the rolls, extends in a zigzag manner around the rolls, and means are provided for feeding the grain or seed to the belt.

Grain Sampler. No. 1,168,486. (See cut.) L. H. Des Isles, Chicago, Ill. A series of sample receptacles are flexibly connected end to end. The receptacles, when enclosed within a pipe, are forced into the body of grain, a conical prod member being connected to the end or lower receptacle and projecting beyond the end of the pipe covering. When inserted to the desired depth the pipe covering may be removed, permitting the sample receptacles to fill with grain.

Car Mover. No. 1,167,660. (See cut.) C. M. Rolph, Monticello, Wis. An inverted base plate with a plurality of teeth is provided on the inner surface of the car mover, the top of the plate having a semi-cylindrical socket adjacent its rear end and a depression adjacent its forward end. A pinch bar fulcrumed on the socket is provided with arms projecting downwardly thru the plate, being held in place by counter-sunk positioning means. The forward end of the pinch bar is held in an inclined depression and the outer forward face of the pinch bar is roughened for engagement with the outer periphery of the car wheel.

Grain Separator. No. 1,168,282. (See cut.) O. A. Burgeson, Nanson, N. D. A removable door is arranged to fit between a plurality of superimposed separator sections, the abutting sections affording a means whereby the separator sections are held against relative lateral movement.

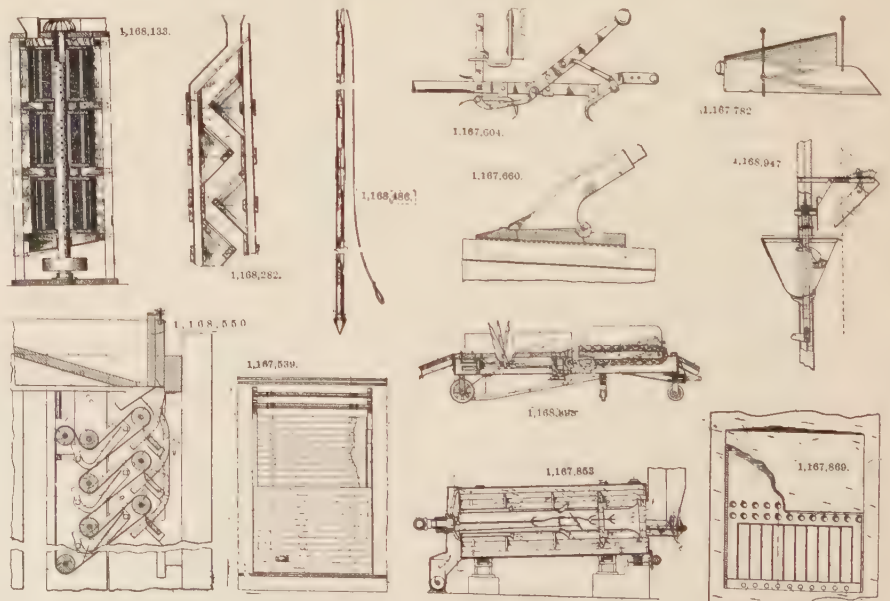
Portable Grain Elevator. No. 1,168,898. (See cut.) G. B. Nelson, Redfield, Ia. A tilting platform is pivotally mounted within a frame and a depending bracket is placed on the under side of one end of the platform. A block is pivotally mounted within that bracket, while another bracket, carried by the frame, contains a screw threaded shaft. The block operates upon the shaft, means for rotation being provided below the platform together with means for tilting the platform.

Grain Car Door. No. 1,167,539. (See cut.) C. F. Walter, Quenemo, Kan. A pair of channel shaped guides, terminating at their upper ends in an upper and lower guide member, are used in the structure, and a two part flexible door is slidably set in the guides. One section of the door is lined, and the tension is so arranged as to direct the sections into the uppermost guide member. A similar lining upon the other door section is adapted to direct it into the lower guide member when the door is in elevated position.

Grain Scoop. No. 1,167,782. (See cut.) J. W. Richards, Westbourne, Manitoba, Can. The smaller end of the tapering scoop is arranged for disposition in the mouth of a bag. The bottom of the smaller end has a transverse groove and means for engagement in a portion of the bag, forcing it into the groove. An extension on the opposite side from the groove is adapted to be grasped in one hand together with a portion of the bag, while a handle on the forward end of the scoop is grasped with the other hand.

THE GRAIN DEALERS JOURNAL is a great help to grain dealers if they follow its advice. I am very much interested in reading crop reports from different sections.—Arthur O. Radke, agt. Pacific Elvtr Co., Wood Lake, Minn.

THE SIBERIAN grain trade, which has suffered thru lack of elevators, has decided to wait no longer for the Government to build grain handling plants, and in order to hasten the scheme has planned to erect several elevators at its own expense. One of these plants, at Alexeyevsk, has already been completed. It has 1,600 tons capacity and is equipped with all necessary grain drying and cleaning machinery.



Changes in Rates

As shown by tariffs recently filed with the Interstate Commerce Com'n the carriers have made the following changes in rates:

C. & A. in Sup. 15 to 1570-D quotes milling, malting and transit privileges on grain, grain products and seeds at stations on the C. & A. Ry., effective Feb. 12.

C. G. W. in Sup. 24 has compiled all changes from the original tariff, I. C. C. 4873, showing all regulations governing milling in transit, effective Feb. 20.

St. Louis & San Francisco has suspended its schedules cancelling the joint rates with the C. R. I. & P. on grain in carloads from Okla. points to Gulf ports, until May 9.

C. G. W. in Sup. 5 to 10, 288-E quotes rates on flaxseed in carloads from St. Paul, Minneapolis, and Minnesota Transfer, Minn., to Sioux City, Ia., effective Feb. 29.

M. & O. in Sup. 1 to 1122 quotes a re-shipping rate of 14c on grain and grain products from Memphis, Tenn., to stations on the M. & O. Ry., in Miss., effective Jan. 31.

C. & A. in Sup. 7 to 1581-D cancels tariffs quoting rates on grain and grain products from stations in Ill., and Mo., to Atlantic seaboard, eastern and interior United States, and Canadian points.

A., T. & S. F. in Sup. 3 to I. C. C. 7023 gives joint proportional rates on grain, grain products and hay from Missouri River points to Galveston for export, effective Feb. 21.

Great Northern has withdrawn its tariffs proposing to cancel the thru rates on grain from points in Mont., to Chicago, Ill., and other points and the present thru rates will continue in effect.

C. B. & Q. in Sup. 22 to 3662 E., quotes rates on grain and seed, when shipped over the C. B. & Q. in connection with the I. & St. L., Q. O. & K. C., R. P. L. & N., or the T. & N. Rys., effective Dec. 29.

C. & A. in 1602-D quotes rates on grain and grain products from Kansas City and St. Joseph, Mo., to stations on the C. & A. Ry. or its connections in Ill., Ind., Ia., Mich., Mo., O., and Wis., effective Feb. 25.

C. G. W. in Sup. 1 to 84-D quotes rates on grain and flaxseed from Minneapolis, Minnesota Transfer, St. Paul, South St. Paul, and Winona, Minn., to points in Ill., Ind., Ky., Mich., N. Y., O., and Pa., effective Feb. 28.

C. G. W. in I. C. C. 4950 quotes reduced rates on wheat and flour from Missouri River points to Escanaba, Ishpeming and Negaunee, Mich., 23¼c, and to Hancock and Houghton 27¼c, effective Feb. 27.

C. B. & Q. in Sup. 66 to 3200-B withdraws tariffs quoting rates on grain and grain products from Missouri River points to Chicago, Ill., St. Louis, Mo., St. Paul, Minneapolis, Winona, Minn., and La Crosse, Wis., effective Dec. 29.

C. G. W. in Sup. 10 to 93-A quotes rates on grain and grain products from Council Bluffs, Ia., Kansas City, Leavenworth, Kan., Kansas City, St. Joseph, Mo., Omaha and South Omaha, Neb., to stations in Ind., Ky., and O., effective Feb. 29.

Ill. Cent. quotes a rate of 14c on corn, rye, oats and barley between Sioux Falls, S. D., and Cedar Rapids, Ia.; 12c on malt from Sioux Falls, S. D.; to Sioux City, Ia. and 16c on wheat between Sioux Falls, S. D.; and Cedar Rapids, Ia., effective Feb. 20.

C. B. & Q. in Sup. 30 to 4,000-B, quotes rates on grain, grain products and seeds from Chicago, Peoria, Ill., St. Louis, Mo., Minneapolis, St. Paul, Minn., and stations in Ia. and Mo., to Brookport, Metropolis, Cairo, Ill., Memphis, Tenn., Mobile, Ala., and New Orleans, La., effective Feb. 1.

C. & A. in Sup. 5 to 1602-C cancels tariffs quoting rates on grain and grain products from Kansas City and St. Joseph, Mo., when originating at other points or when milled at Kansas City or St. Joseph, Mo., from grain originating at other points, to stations on the C. & A. or its connections in Ill., Ind., Mich., Mo., O., and Wis.

C. R. I. & P. in Sup. 21 to 19,687-G quotes rates on grain, grain products, seeds and broom corn from Missouri River stations, and other stations in Ill., Ia., Minn., and S. D., on the C. R. I. & P. or K. & D. M. Rys., to Mississippi Valley points and other stations in Ala., Ark., Fla., La., Miss., Tenn., and Tex., effective Feb. 15.

C. R. I. & P. in Sup. 31 to 13,207-F quotes rates on grain and grain products and seeds from Albright, Omaha, South Omaha, Neb., Armourdale, Kansas City, Atchison, Leavenworth, Kan., Council Bluffs, Ia., North Kansas City, Kansas City, St. Joseph, Mo., to stations in Ill., Ind., Ia., Mich., and Wis., on connecting lines, effective Feb. 17.

Boyd, agt. for C. & A., Ill. Cent., C. B. & Q. and other roads, quotes an export rate of 11.2c on wheat from Cincinnati, O.; to Algiers, Gretna, Harvey, New Orleans, Port Chalmette, Westwego, La., Freeport, Houston, Galveston, Brazosport, Port Arthur, Port Bolivar, Texas City, Tex., Mobile, Ala., Gulfport, Miss. and Pensacola, Fla., effective Feb. 15.

C. & A. in Sup. 10 to 1574-B quotes rates on grain, grain products and seeds from Kansas City, Mo., when originating beyond, and Blue Springs, Fulton, Gilliam, Glasgow, Higginsville, Marshall, Mexico, Odessa, Slater, Mo., to Cairo, Ill., Evansville, Ind., Mississippi Valley points, and stations in Ala., La., Miss., or Tenn., also to Key West, Pensacola, Fla., Mobile, Ala., New Orleans, Port Chalmette, and Westwego, La., when for export, effective Feb. 15.

K. C., M. & O. quotes an export rate of 25.7c on wheat and 22.7c on corn from Wichita, Prospect, Clonmel, Viola, Milton, Harper, Schulte, Alloway, Hamner, Anhar, Hunter, Anthony, Waldron and Ferguson, Kan.; to Gretna, Algiers, New Orleans, Port Chalmette, Westwego, La., Mobile, Ala., Galveston and Texas City, Tex.; and 25.2c on wheat and 22.7c on corn from Byron, Cherokee, Little Sandy, Yewed, Carmen, Custer City, Aline, West Cleo, Orienta, Fairview, Longdale, Canton, Foley, Leonel, Oakwood, Thomas, Nobscot, Ewing, Cambridge, Arapaho, Clinton, Werning, Braithwaite, Dill City, Sentinel, Lone Wolf, Stafford, Butler, Coline, Blair, Lugert, Texo, Altus, Elmer, Ralph, McClure, Hammond Jctn., Herring, Hammon and Strong City, Okla.; to same points, effective Feb. 15.

K. C. Sou. quotes the following proportional export rates from Kansas City, Mo.-Kan.; to Port Arthur, Ont.: 16c on corn and 16.7c on wheat when originating at Strausville, Neb.; 15¼c on corn and 16.2c on wheat at Verdon, Neb.; 15c on corn and 15.2c on wheat at Stella, Neb.; 14¼c on corn and 14.7c on wheat at Howe, Neb.; 15.07c on corn and 16.27c on wheat at Kramer, Neb.; and 14c on corn and 15.95c on wheat when originating at Mankato, Minn., effective Jan. 31.

M. K. & T. quotes a rate of 18c on wheat, 17c on corn and linseed meal, 22¼c on millet and flaxseed and 25¼c on hemp seed between Kelso, Okla.; and St. Louis, Hannibal, Mo., East St. Louis, Alton and East Hannibal, Ill.; 17¼c on corn, 19¼c on wheat, 18¼c on linseed meal, 24¼c on millet and flaxseed and 27¼c on hemp seed between same points; and Peoria, Ill.; and 19c on corn, 20c on linseed meal, 21c on wheat, 27¼c on millet and flaxseed and 20¼c on hemp seed between same points; and Chicago, Ill., effective Feb. 20.

C. B. & Q. quotes a proportional rate of 13c on wheat from Council Bluffs, Ia., Omaha and South Omaha, Neb., and also on products made at these points from ingredients originating beyond; to Shopton, Argyle, Macuta, Bricker, Ia., Revere and Dumas, Mo.; 12¼c to Gorin, Rutledge and Wayconda, Mo.; 12c to Baring, Kenwood, Fabius, Gibbs and La Plata; 11¼c to Ethel, Elmer, Cardy, Hart and Marceline; 11c to Standish, Rothville, Mendon, Whitham, Dean Lake and Bosworth; 10¼c to Lexington Jctn., Swarwick, Rayville, Richmond; 10c to Converse, Lawson, Vibbard and Wexford; and 9¼c to Ajax, Connett, Frazier and Gower, Mo., (Rates on corn are 1c less to each point), effective Feb. 10.

I LIKE the Grain Dealers Journal very much and I receive it regularly.—L. A. Eborn, Selma, N. C.

I AM WELL SATISFIED with the Grain Dealers Journal and cheerfully enclose renewal subscription.—W. G. Sweet, Royal Center, Ind.

CORN has gone into the 80's, the highest price at this time of the year in over thirty years. Sentiment and speculation are responsible, and not supply and demand. Country movement increased materially, but is checked by scarcity of cars. Export demand was talked as cause for strength, but when run down proves to be very small in amount and unimportant.—W. H. Perrine & Co.

The Season's Greetings.

Many's the time we think of you.
Sometimes it's when we're feeling blue
And need an old friend's fadeless smile
That says he trusts us all the while,
For what man needs most in the end
Is inspiration from a friend.

The cheer of you, the tear of you,
The smoke with you, the joke with you,
The laugh with you, the chaff with you,
(Can't ever write the half to you)
But now you know that we remember
Usual greetings this December.

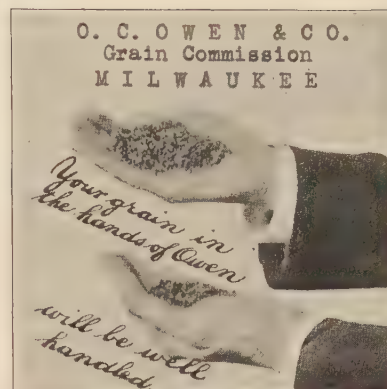
From holiday card of Bossemeyer Bros., Wichita, Kan.

NEW YEAR CARDS and holiday souvenirs have been sent to the trade by Goffe & Carkner Co., St. Louis, Mo.; J. F. Zahm & Co., Toledo, O.; Farmers Grain Co., Denver, Colo.; Moon-Taylor Co., Lynchburg, Va.; Watkins Grain Co., Kansas City, Mo.; Milwaukee Chamber of Commerce, Milwaukee; J. Chas. McCullough Seed Co., Cincinnati; Western Grain Dealers Mutual Fire Ins. Co., Des Moines, Ia.

I wish two blades of grass to grow,
Where no blades grew before;
I wish two ears of corn or so,
Or maybe three or four;

Two more good wishes, and I'm done;
Good health to bless your years,
Two dollars where you had but one,
Two everything but tears.

From New Year card of Bert Ball, Sec'y, Crop Improvement Com'te.



Grain Scale Book

Form 23 is an Indexed Journal, keeps a record of 10,000 wagon loads. Each man's loads are entered on his page. It keeps a record of scale weights. From it both debits and credits are posted to ledger, crediting the customer with the amount received and charging it to the grain's account.

The book is ruled with column headings as follows: Date; L. F.; L. F.; Kind of Grain; Remarks; Gross; Tare; Net; Bushels; Pounds; Price; Amount.

The book contains 240 pages, size 10½x15½ inches, of Atlas linen ledger paper. A 28-page index in front. Extra heavy cloth covers with leather back. Price, \$2.50.

GRAIN DEALERS JOURNAL

315 So. La Salle Street CHICAGO, ILL.

Corn and Oat Tables

—ON CARDS—

Clark's Tables for wagon loads reduce any number of pounds of shelled corn, rye, flaxseed, ear corn and oats up to 4,090 pounds to bushels of 56, 70, 72, 75, 80 and 32, 33 and 35 pounds. Printed in two colors on heavy bristol board. Can be hung up beside scale beam for use by weighman. Price, delivered, 50 cts.

Grain Dealers Journal

315 So. La Salle St., Chicago, Ill.

IF U NU

How easy it is to sell anything thru a want ad in this paper, you would send in your ad at once.

Try it. At least ask us about the success of others.

GRAIN DEALERS JOURNAL

LA SALLE ST., CHICAGO.

Supreme Court Decisions

Landlord's Lien.—Under Rev. St. 1911, art. 5477, giving the landlord a lien for rent due on crops removed from the premises for one month after such removal, failure to foreclose the lien within one month waived it, so that it was error for the court thereafter to foreclose it.—*Horton v. Lee*. Court of Civil Appeals of Texas. 180 S. W. 1169.

Wrongful Delivery by Warehouseman.—When a bailee wrongfully delivers property of one bailor to another bailor, who mistakenly but in good faith receives it as his own and converts it to his own use, the conversion, though wrongful as to the true owner, is not wrongful as to the bailee, who cannot maintain trover therefor.—*S. H. Pope & Co. v. Union Warehouse Co.* Supreme Court of Alabama. 70 South. 159.

Landlord's Right to Crop.—Where a tenant left the land rented while the crop was yet ungathered, for the purpose of moving from the state, but contracted with a third person to gather and dispose of the crop for him, the leaving was not an "abandonment" of the crop giving the landlord the right to possession of the land and crop and to have the latter gathered and sold.—*Rainey v. Old*. Court of Civil Appeals of Texas. 180 S. W. 923.

Suit to Recover Price of Grain.—In an action for the purchase price of corn sold, where defendant admitted that he received the amount of corn which plaintiff in his testimony stated was delivered, but counterclaimed for breach of agreement to deliver a greater amount, defendant was entitled to the opening and closing of the argument having the burden of proof.—*Ferguson v. Rittman*. Kansas City Court of Appeals, Missouri. 180 S. W. 1046.

Carrier Not Released by Misdescription of Shipment.—The fact that less freight was charged because of a misdescription of the goods does not relieve the carrier from liability, there being nothing to show that the shipper had any knowledge of the difference in rate, and there being no provision in the bill of lading limiting liability or warranting contents for the purpose of fixing a rate.—*Blumenthal v. Central R. R. of N. J.* Court of Errors and Appeals of New Jersey. 95 Atl. 973.

Delivery to Carrier.—The loading of goods on a detached box car at a public siding distant from the railroad station and freight office and with no participation by the railroad employees beyond placing the car, the understanding and custom being that shipper was allowed 48 hours to load and that the agent at the nearest freight station should be notified when the loading was complete, did not constitute a delivery to the carrier when the loading was complete in less than 48 hours, and no notice of such completion was given to the company.—*Sandard C. T. Co. v. Penn. R. Co.* Court of Errors and Appeals of New Jersey. 95 Atl. 1002.

Transfer of Business of Warehouseman.—Where the manager of a private warehouseman has knowledge that nonnegotiable receipts for cotton have been transferred, and thereafter the manager, as successor to the warehouseman, becomes a public warehouseman under bond, and voluntarily assumes custody of the cotton, without the knowledge of the holder of the receipts, the manager holds the cotton subject to the original bailment contract, and not as a public warehouseman, and for his act in delivering the cotton to one not producing the receipts, though on order of the bailor, the manager is jointly liable with the private warehouseman.—*Morris v. Burrows*. Court of Civil Appeals of Texas. 180 S. W. 1108.

Slander of Grain Buyer.—A statement in writing by a bank concerning a grain buyer as follows: "Financially weak and is in the habit of borrowing from farmers whenever he can get it and all he can get. His credit at the above bank was shut off last June"—is prima facie libelous per se, if untrue. The statement being made in answer to a confidential communication from one who was contemplating loaning money on the security of the grain buyer's note, the occasion was qualifiedly privileged, and no action lies for the publication unless it was made with malice in fact. As to this the burden of proof is upon the plaintiff. Knowledge of the falsity of the statements is proof of malice. There is sufficient evidence in this case to sustain a finding of malice in fact.—*Froslee v. Lund's State Bank of Vining*. Supreme Court of Minnesota. 155 N. W. 619.

Broker's Unauthorized Sale.—One having an open account with stockbrokers ordered them to sell certain stocks at 19, which they falsely reported to him to have done on July 17th. Thereafter they made unauthorized sale without the owner's knowledge, and which he did not discover until the 20th of September following. Stock rose continually from July 17th to September 28th, when it reached 47, but during the entire time the owner rested content with his supposed sale at 19, and made no effort to repurchase the stock on the market. Held, that the owner's measure of damages was the amount which would have been realized from a sale of the stock at 19, and not at the highest point reached within a reasonable time after the owner's discovery of the failure to sell as ordered.—*In re Dickinson*. Supreme Court of New York. 156 N. Y. Supp. 238.

Mutual Insurance.—That a mutual fire insurance company became insolvent during the life of a policy did not relieve the policy holder of liability on a premium note, though the by-laws, made a part of the policy, provided that a member might withdraw from the company at any time, in which case the unearned portion of the premiums would be returned, as Act April 24, 1905 (Laws 1905, p. 489), requiring such companies to file a qualified indemnity bond conditioned for the payment of losses and providing that each policy holder shall be a member and liable to assessment, but that no assessment can be made until the bond is exhausted, and that the profit of the company shall be divided among the members pro rata, did not operate to change such a company from a mutual to a stock company.—*House v. Siegle*. Supreme Court of Arkansas. 180 S. W. 747.

Liability for Freight.—A consignor, who signs a B/L on his own account, and not as agent for the consignee, is liable to the carrier for the freight, although title to the goods passed to the consignee on delivery to the carrier. Neither the words, "Freight collect from consignee," written in the face of a B/L, nor a printed condition on the back thereof, stating, "The owner or consignee shall pay the freight," are alone sufficient to relieve the consignor from liability. Such provisions are for the benefit of the carrier, and do not constitute a special contract with the consignor. The carrier does not, by waving its lien and delivering the goods to the consignee before payment of freight, release the consignor from liability. In the absence of a special contract, both consignor and consignee, who have accepted the goods, are liable to the carrier.—*Coal & Coke Ry. Co. v. Buckhannon River Coal & Coke Co.* Supreme Court of Appeals of West Virginia. 87 S. E. 376.

Judgment for Carrier by Default.—R. St. art. 1938, provides that, if the cause of action is liquidated and proved by an instrument in writing, judgment by default may be rendered, damages assessed by the court or under its direction, and final judgment rendered. Article 1939 provides that, if the cause of action is unliquidated or not proven by instrument in writing, the court must hear the evidence. A railroad sued a lumber company to recover freight charges. R. St. art. 6659, requires a receipt or B/L to be issued by the carrier to the shipper

in writing, and provides that railroad tariffs shall be fixed by the Railroad Commission, and notice thereof be given as to various classes of freight. Article 6656 makes such classification of freight conclusive between railroad and shipper. The petition of the railroad alleged a contract of shipment, and that the freight charges were legally charged and fixed. Held, that the road's cause of action was for a certain or "liquidated" demand, which is one agreed upon by the parties or fixed by operation of law, and that a default judgment could be entered thereon without the court's taking proof.—*Western Lumber Co. v. C. I. & G. R. Co.* Court of Civil Appeals of Texas. 180 S. W. 644.

Supply Trade

If you ever reach the point in business where you do not have to advertise somebody else will own the business.—*Montreal Star*.

SPRINGFIELD, ILL.—The American Grain Deodorizing Co. of Chicago has recently taken out incorporation papers. Capital, \$100,000; incorporators, P. J. H. Moore, J. Steinbrecker, G. F. S. Burton and M. von Schuckmann.

TOPEKA, KAN.—Effective Feb. 15 the Perfection Metal Silo Co. will be known as the Perfection Metal Products Co. The company found that the former name was not comprehensive enough to take in its greatly extended business.

OWENSBORO, KY.—The officers and sales organization of the Anglo-American Mill Co. have been in session for the past ten days. The purpose of this gathering is to review its achievements of the past year and for the exchange of professional and technical discussions of the milling industry.

CHICAGO, ILL.—E. H. Philbrick, sec'y, the John S. Metcalf Co., severed his connection with the company on Jan. 1, leaving immediately for New York. On Jan. 8 he sailed for Liverpool and is now in training, preparatory to leaving for the front, where he will fight with the allies. Mr. Philbrick was accompanied by Mrs. Philbrick, who will join the Red Cross nurses.

NEW YORK, N. Y.—In the U. S. District Court for the Southern District of New York in the suit of J. H. White Mfg. Co. against Sam'l Shapiro, it was recently decided that an advertising catalog containing cuts of brass goods, consisting largely of trimmings for electric light fixtures, may be protected by copyright. Defendant alleged that the catalog appeared to be merely a trade list of articles of general merchandise, and as such was not a proper subject for copyright protection under the law.

A REINFORCED concrete elevator of 300,000 bus. capacity is being erected at an expenditure of \$93,800 at Tou, six miles from Stavanger, Norway, by Tou Brug. The new building, which is the second of its kind in the country, will be 100 feet long, 48 feet wide, 123 feet to the roof and 144 feet to each of the towers. The plant will have two stories, over which are to be placed 21 bins in rows of seven. The bins will be square, 14 feet across, and 76 feet deep, including hoppers. If necessary the lower floors may be used for storage, having capacity of 80,000 bus., in addition to the bin capacity. Vessel unloading capacity will be 5,000 bus. per hour.

War Affecting the Grain Trade.

NEW ORLEANS recently paid 72 cents per bu. freight on grain to Marseilles.

FOUR ADDITIONAL vessels have been requisitioned by the British Government, and will be chartered to load wheat.

G. N. JACKSON, pres., Winnipeg Board of Trade reports that western Canada grain production may be seriously handicapped thru the rush of its young men to the European war.

ITALY is reported by several Canadian authorities to be the destination of the 15,000,000 bus. of wheat requisitioned by the Government, Italy to furnish the ships necessary for the movement.

NINE VESSELS loaded with grain from America for the Greek Government have failed to arrive at Rome tho long overdue and it is feared the grain has been confiscated by one of the entente allies.

WAR RISK insurance rates recently were advanced from $\frac{3}{4}$ per cent to one per cent from Atlantic ports to London. On the neutral steamers to Greece the rate is 5 per cent, and on the belligerent ships 8 per cent.

H. C. JONES & Co., exporters of Baltimore, Md., have asked the British Government for \$10,000, having suffered loss to that amount thru the requisitioning of a steamer which had been chartered to load grain for London.

THE DUTCH GOVERNMENT has requisitioned cargoes and stocks of corn at Rotterdam, and it is believed will take over the import and distribution of that grain in the future. This action is taken to insure a sufficient supply of fodder and to obviate difficulties raised by England with regard to the import of corn.

BEHRENDT & BODENHEIMER, of Hamburg, Germany, have compromised their suit against C. F. & G. W. Eddy, of Boston, Mass., to recover \$75,000 damages for failure to ship 56,000 bus. of wheat on a contract made before the war broke out.

GERMAN AUTHORITIES announced on Jan. 11 that altho plenty of grain is available, "prudence dictates that Berlin shall go back to the early 1915 basis." This means that the bulk of the population will be restricted to 200 grams of bread daily instead of 225, and that corn and other foodstuffs will be put under control.

ITALY has issued a decree ordering a census of grain not later than Jan. 25. All sales of grain exceeding 18% bus., made after Jan. 21, must be reported to the Government. Producers are permitted to retain sufficient for home consumption, feeding and seed purposes, but all other grain is to be requisitioned by the Government at a price settled upon later, for the purpose of preventing speculation. As foreign arrivals of wheat are not taking care of local consumption, and as crop prospects are unfavorable, it is likely that further importations will be liberal.

BUCHAREST reports are contradictory on the sale of grain, Austria being credited with the purchase of 500,000 tons, while a later message declares an English syndicate has purchased 50,000 carloads of Roumanian grain. Details of the sale to the Austro-Germans are given by the Cologne Gazette, which states that to increase the efficiency of transportation of the grain over the Danube River a number of grain elevators will be erected at the Iron Gate. The prices paid for the grain are lower than those fixed by the

Roumanian Sales Commission, but the Germans express dissatisfaction at the cost, 161,000,000 francs, besides the export duty of 29,000,000 of which 13,500,000 must be paid in gold.

IN A RECENT experiment by J. N. Raynor, Denton, Tex., a quantity of green bugs were frozen within a 300-lb. block of ice for 52 hours, after which they were thawed out. The bugs at once began to multiply.

ROSTER of the 64th Congress is a vest-pocket booklet useful to every person who may wish to communicate with any member of Congress. It includes letters approving the Tariff League's work, and is issued without charge by the American Protective Tariff League, New York.

SUIT has been brot against the Western Union Telegraph Co., by Frank Loeser, grain dealer of Amorita, Kan., who alleges that the agent left his office to umpire a game of baseball. As no facilities were available to reply to an offer on 9,000 bus. of grain Mr. Loeser sues for \$5,191, the alleged loss thru the agent's neglect.

THE INTERSTATE Commerce Commission has found the difference of 13 cents per 100 pounds between the import rate on burlap in carloads and the domestic rate on burlap bags in carloads from New Orleans, La., to Dallas, Tex., unduly prejudicial to shippers of the latter commodity and a maximum difference of 5 cents is prescribed. The record was insufficient to justify a finding as to the reasonableness of the present rates on burlap bags in carloads and in less than carloads from New Orleans to Dallas.



The New Hess Drier at Elevator B, is a duplicate (Model 1916) of the drier built by us in 1905 at Elevator A. It will handle 50 to 75 cars of corn daily. It is built in three separate units, each having independent motors, fans and coils.

This is just another illustration of **HESS SERVICE**. The railroad built the housing from our plans—and it is elevated over the tracks so cars may pass under. When the walls were up sixteen feet above the drier bottom our men and material were at hand and installation began. The drier was completed in thirty working days, despite the handicap of extra hoisting—bad weather, and building construction going on at the same time.

No maker of driers is so well equipped in its factory and field organization as ours—and as a result, our prompt and efficient service is unequalled in this line. Ask us more about it.

Hess Warming & Ventilating Company
907 Tacoma Building, Chicago

We make, also, Hess Outdoor Grain Conditioners—Brown-Duvel Moisture Testers (glass or copper flasks).

Causes of Elevator Fires.

The mutual insurance companies specializing in grain elevators, flour mills and their contents, are making more of an effort than ever to obtain definite information regarding the causes of fires which occur in grain elevators, and the more help given them by property owners, the sooner will they come to determine the exact facts. When the cause of every fire becomes known, it will be a comparatively easy matter to effect a marked reduction in fires, by the elimination of the hazardous features. The mutual insurance companies are to be commended for their excellent work along this line, and it is to be hoped that all policy-holders interested in a further reduction in their cost of insurance will make a more earnest effort to learn the cause of each fire in their elevator and report it promptly to the mutual companies carrying their risk.

In 39.96% of the 583 fires covered by the policies of the Grain Dealers National Fire Ins. Co., the losses were total. In 40.37% of the entire number of losses sustained during the 13 years by the Grain Dealers Fire Ins. Co. the losses were partial. In 19.67% of the total number of losses sustained no claim for loss was filed.

The causes of the grain elevator fires covered by the Grain Dealers National Fire Ins. Co., during 1915, were varied, but in keeping with the causes of fires occurring in elevators covered by the company during the preceding 12 years. Property owners anxious to reduce their fire losses and the cost of their insurance, will study carefully the experience of the Grain Dealers Fire Ins. Co., covering the past 13 years, which is illustrated by the following facts:

CAUSES OF FIRES FOR THIRTEEN YEARS.

No.	Cause.	Per Cent.	Loss Paid.
84	Locomotive sparks	14.40	\$149,065.02
166	Lightning	128.47	71,183.19
68	Friction	11.66	150,510.47
42	Origin in power and cob house	7.20	105,781.48
67	Outside exposure	11.49	63,758.63
14	Supposed incendiary	2.40	44,217.83
64	Unknown	10.98	187,291.03
26	Spontaneous combustion	4.46	73,044.59
9	Tramps	1.54	22,458.89
5	Exhaust pipe	.86	4,603.42
5	Leaky supply pipe	.86	34.85
3	Defective wiring	.52	11,507.27
13	Overheated stove; defective chimney and pipes	2.23	22,818.05
17	Miscellaneous (less than 1% each)	2.93	19,687.57
583		100.00	\$925,962.29

CAUSES OF FIRES FOR 1915.

No.	Cause.	Loss Paid.
4	Locomotive sparks	\$ 7,777.45
14	Lightning	180.28
9	Friction	14,582.93
4	Origin in power and cob house	11,951.12
8	Outside exposure	1,782.01
1	Supposed incendiary	1,000.00
3	Unknown	15,707.84
1	Spontaneous combustion	7,211.02
1	Defective wiring	6,000.00
45		\$66,192.62

During the year 1915 the Grain Dealers National Mutual Fire Ins. Co. had 45 losses in grain elevators. Twelve fires resulted in a total loss, 23 in partial loss and 10 resulted in no claim for damages; 20 of the fires were daylight fires, having been discovered between 7 A. M. and 7 P. M.; 18 were night fires, having been discovered between 7 P. M. and 7 A. M., and in 7 cases no time was given. Steam power was used in 12 of the plants, 23 were operated by gasoline and 8 by electric power. In 2 of the grain storehouses no power was used.

During the year 9 fires in grain ele-

vators were extinguished in their incipency thru the use of the convenient barrel of brine and buckets. The total loss resulting was \$118.85, while the amount at risk in the Grain Dealers Company on the 9 elevators was \$37,200. During the 13 years this company has been specializing in grain elevators, 583 fires occurred in grain elevators upon which the company had issued policies; 15.09% of these fires were extinguished in their incipency thru the prompt use of brine stored at convenient points in barrels. The total amount at risk on these elevators, which were saved thru the use of barrels and buckets, was \$347,670.

Will Study Terminal Markets.

For the past two or three years the Agricultural Department at Washington, through its office of Markets & Rural Organizations, has been making investigations as to the marketing of the soil products. The most of this work has been done in the eastern and southern sections of the country, and within the last year and a half the Bureau started an investigation of the marketing of grain by the producers through the country elevators of the country. The Bureau has already issued some bulletins.

A further study of country marketing conditions was made during this last summer, and more extensively than heretofore. No bulletins have been issued in so far as we can learn in regard to the findings of this recent work. As a continuation of this study the Bureau proposes to make a study of terminal market conditions, including all of the terminal markets of the West and Northwest, together with the eastern distributing points. It is to be hoped that this study will develop information that will be of benefit not only to the grain trade at large but also to the grain producers, and above all things that it will develop information of benefit to the ultimate consumer of the grain crops.

The consumers of this country are in a great majority and it would seem that in the first questions of this study should be What is it costing the labor of this country to purchase the products of the farm either in manufactured or raw material? This is based upon the principle of the greatest good to the greatest number.

In connection with this study the Agricultural Department has appointed Mr. V. E. Butler, formerly of Heron Lake, Minn., who for the past year and a half has been investigating the country grain trade from the standpoint of fire insurance and the fire insurance problems connected with it for the Grain Dealers National Mutual Fire Insurance Co. of Indianapolis, Ind. Mr. Butler was engaged in the grain business for many years and the grain trade of the country, either terminal or in the country, should have no fear from a study of the conditions now existing in the trade by those who can understand its basic principles. All of the elements in the trade will be glad to extend to the representatives of the Agricultural Department all the information that they may have so that accurate and true statements of the actual conditions in the trade may be brought before the public.

DULUTH, MINN.—Canadian wheat is arriving here at the rate of 50 cars daily.

THE STEAMER Albert Hall loaded a cargo of wheat at Portland, Me., early in January, clearing for an English port.

Common Causes of Fires in Grain Elevators and Mills.

The statistics on the causes of fires occurring in flour mills and grain elevators, compiled by the ten mutual fire insurance companies composing the Mutual Fire Prevention Bureau, for the year 1915, show that the total losses were \$923,898, spread over 177 fires, many of which could have been prevented and a material reduction affected in the cost of mutual insurance.

Property owners who are desirous of securing insurance at lower figures owe it to themselves and their fellow policyholders to study the fire statistics, especially as relates to causes, to the end that they may eliminate the known causes, and thereby reduce the losses of the mutual companies, and enable them in turn to reduce the premium charged for insurance. The enormous waste each year is entirely unnecessary and yet it cannot be reduced until the property owners give more vigilant care to the reduction of the fire hazards of their property. The Bureau's statistics follow:

CAUSES OF FIRES DURING 1915.

No.	Cause.	Amount Losses
64	Cause not stated	\$502,871.59
54	Unknown	255,929.32
1	Chimney sparks on shingle roof	38,000.00
4	Hot box	32,925.00
1	Cleaning Department	28,000.00
22	Lightning	17,948.50
3	Incendiary	11,000.00
2	Sparks from stack	9,868.00
1	Elevator head	9,000.00
8	Railroad hazard	7,991.59
9	Exposure	4,139.56
1	Dust explosion	2,950.00
1	Flash of fire from furnace when door was opened to put in coal	2,450.00
1	Overheated stove	500.00
1	Lantern	150.00
1	Overheated boiler	100.00
1	In engine room	50.00
1	Shaft thru bin	25.00

177

\$923,898.56

Annual Statement Grain Dealers Fire Ins. Co.

The 13th annual statement of the Grain Dealers National Fire Insurance Co., as just issued by C. A. McCotter, sec'y, Indianapolis, Ind., shows the insurance in force Jan. 1, 1916, to have been \$23,435,853, against less than \$20,000,000 a year ago; and \$574,104.07 cash assets, against \$444,743 a year ago. The assets are principally first mortgage loans and school bonds, but include \$66,415 cash in banks.

Unadjusted losses are only \$860. During the year the company paid losses amounting to \$99,175, or, less salvage and discount, \$96,234.41, against \$112,755 in 1914.

Net income from premiums and assessments was \$289,291.41, making with interest, \$20,534.71, and balance from a year ago, \$438,293.96, a total of \$748,120.08.

Since its organization the company has paid \$967,954.61 in losses.

FEDERAL STANDARD bushel weights are provided for in a bill introduced in Congress by Rep. Dillon of South Dakota, following the legal weights of most states.

WE FEEL that we are not doing our duty to the Grain Dealers Journal to subscribe to it and not read it carefully and contribute an article or suggestion now and then. It is an excellent journal and we will recommend it to our friends when opportunity presents itself.—F. R. Penman, mgr. W. F. Wilson Grain Co., Nacogdoches, Tex.

The GRAIN DEALERS JOURNAL.

Insurance Notes

THE ANNUAL MEETING of the Western Grain Dealers Mutual Fire Ins. Co., was held Jan. 18 at the Grant Club, Des Moines, Ia.

PLANS for the construction of a bulletin board to hold posters of the Millers Mutual Casualty Insurance Co., have been prepared by E. D. Koppelman, safety engineer of the company. Blue prints will be sent to readers of the Journal on application to the Chicago office.

WORKMEN'S COMPENSATION legislation enacted in 1915 and 1914 in the different states is presented in a Bulletin, 185, recently issued by the Bureau of Statistics of the U. S. Dept. of Labor. In 1915 Alaska, Hawaii and eight states enacted compensation laws, Colorado, Indiana, Maine, Montana, Oklahoma, Vermont, Wyoming and Pennsylvania; and 31 states now have compensation laws.

FIRE PREVENTION on the part of municipalities is encouraged by the state insurance law of Texas, which authorizes a reduction in the key rate of a town based upon its loss record and its fire prevention activities. The San Antonio rate at present is 17c, the lowest in the state, a reduction of 1c being recently made for the adoption of the national electrical code. Under the old system the rate for San Antonio was 53c.

Annual Meeting Grain Dealers Fire Insurance Co.

The 13th annual meeting of the Grain Dealers National Mutual Fire Ins. Co., was held at the offices of the company at Indianapolis, Jan. 19th, and resulted in the re-election of the old directors and officers, with the exception that Lee G. Metcalf of Illiopolis, Ill., Pres., Grain Dealers National Ass'n, was elected a director in the place of H. S. Grimes, deceased.

The company had a marked increase in its business during 1915, and was given additional proof of the value of its self-inspection reports, by a further reduction in the loss ratio. The care of policyholders and their employees in correcting dangerous features in construction or arrangement resulted in a 10% reduction of the cost during the past year, hence the company will reduce the assessments 10% and make the cost of insuring grain elevators which it will accept at a very low figure. No doubt the policyholders, recognizing that they are profiting directly by eliminating fire hazards, will be even more careful and affect a further reduction in the annual losses.

The date of the annual meeting was changed to the first Wednesday of March. The company will soon begin to write tornado insurance on grain elevators, and it will also insure the dwelling of policyholders against loss or damage by fire or tornado.

The officers and directors for the coming year are as follows: J. W. McCord, Columbus, O., Pres.; A. E. Reynolds, Crawfordsville, Ind., V. Pres.; C. A. McCotter, Indianapolis, Ind., Sec'y; J. W. Sale, Bluffton, Ind., Treas.; Charles S. Clark, Chicago, Ill., Lee G. Metcalf, Illiopolis, Ill., Thos. A. Morrisson, Kokomo, Ind., V. E. Butler, Minneapolis, Minn., and H. Work, Ellsworth, Kan., directors.

OMAHA GRAIN receipts on Dec. 27 broke all previous records, 803 carloads arriving, compared with 616, the former high mark, established on Feb. 23, 1914.

OUR COMPANY

A representative of a large insurance company dropped into our office the other day, and, in the course of a casual conversation, remarked that he had recently called upon a grain dealer with the object of getting his signature to an application; "but" he said "when the gentleman began talking 'Our Company,' I changed the subject. I saw there was no chance for me."

Reduced to its simplest terms, fire insurance is nothing more than a fulfillment of the Biblical injunction, "Bear ye one another's burdens," and the closer men get to a realization of that fact, the more likely are they to identify themselves with a Company that has not only ideas but ideals.

"Our Company" is not merely a catch phrase. It is the sincere expression of men who feel that they are part and parcel of an organization that does something for them; who know that they are something more than policy numbers; who realize that their interest and the Company's interest are identical.

Have you the "Grain Dealers" spirit? If not, then keep your eyes off of this corner in the future or you're sure to catch it.



INDIANAPOLIS, IND.

Fitzgerald & McCotter, Western Managers
Omaha, Nebraska

C. A. McCotter, Secretary
Indianapolis, Indiana

Better Construction—More Care—Fewer Fires

INCORPORATED 1877

The Millers' Mutual Fire Insurance Association of Illinois

ALTON, ILLINOIS

Insures Elevators, Mills, Grain Warehouses and Contents
of same at Cost.

Insurance in Force \$24,011,664.48. Cash surplus \$531,396.68

H. B. SPARKS, President

G. A. MCKINNEY, Secretary

HOME OFFICE: Alton, Illinois

WESTERN DEPARTMENT: Mr. Rollie Watson, Mgr., 402 Sedgwick Bldg., WICHITA, KANSAS

TRI-STATE MUTUAL GRAIN DEALERS FIRE INSURANCE CO.

of

Luverne, Minnesota

Write Elevator and Grain Insurance on the purely Mutual Plan, with Cash Dividends Annually.

Write the Secretary for Rates

E. A. BROWN, Pres.
H. S. GREIG, V. P.

E. H. MORELAND, Sec.
B. P. ST. JOHN, Treas.

WESTERN GRAIN DEALERS MUTUAL FIRE INSURANCE ASSOCIATION

DES MOINES, IOWA

JAY A. KING, President GEO. A. WELLS, Secretary

Write for Information
Regarding Short Term Grain Insurance

If Your Business

isn't worth advertising
advertise it for sale.

GALVANIZED CORRUGATED

Steel Siding, Roofing, Fireproof Window Frames, Sashes, &c.



The
SYKES
Company
Chicago, Ill.

Sheet Metal Contractors, Makers of Fireproof Windows. Write them if you are in the market now or if you expect to be in the future. Contracts taken anywhere in the United States.

Lightning Can't Strike

if

Illustrated Book on Lightning Free.
Explains kind of rods that protect.
W. C. SHINN, 147 N. 16th St. Lincoln, Neb.

Shinn Gets There First

To BUY or SELL RENT or LEASE an ELEVATOR

Place an adv. in the "Wanted" or "For Sale" columns of the GRAIN DEALERS JOURNAL of Chicago. It will bring you quick returns.

SET OF BOOKS FOR GRAIN DEALERS

COMPLETE FOR \$3.50.

A GRAIN RECEIVING BOOK (No. 12 AA).

Grain Register is invaluable to the country grain man and is designed to facilitate the work of keeping a record of weights and number of bushels in wagon loads of grain received.

Each page is 8½x14 inches, and at top of the 11 columns are printed Date, Name, Kind of Grain, Gross, Tare, Net, Bushels, Pounds, Price, Amount and Remarks.

Each page has spaces for 40 wagon loads and each book has 100 pages, making each book contain spaces for records of 4,000 loads. The book is well printed and ruled on sterling ledger paper, and substantially bound in full heavy canvas covers.

A GRAIN SHIPPING BOOK (No. 14 AA).

Sales, Shipments and Returns is invaluable to the country grain man in keeping record of his sales, shipments and returns from the shipments made. Its use will save much time and book work. The pages are 10½x16½ inches, used double. The left-hand pages are ruled for information regarding **Sales** and **Shipments**; the right-hand pages for **Returns**. Under **Sales** the column headings are Date, Amount Sold, Price, Grain, Terms. Under **Shipments** are Date, Car Number and Initial, Our Weights in Bushels, Grade, Route, Rate. Under **Returns** are Destination, Grade, Difference, Bushels, Over, Short, Gross Proceeds, Freight, Over, Short, Commissions, Other Charges, Total Charges, Net Proceeds, Drafts, Remarks.

It contains 76 double pages, with room for records of over 2,200 cars. It is well bound in heavy canvas covers with leather corners, and printed on linen ledger paper.

GRAIN DEALERS JOURNAL

La Salle St., Chicago, Ill.

Wagon Loads Received

A book for the use of country grain buyers in keeping a record of grain received from farmers.

Its column headings are: Month, Day, Name, Kind, Gross and Tare, Net Pounds, Bushels, Pounds, Price, Dollars, Cents and Remarks.

The book is 9½x12 inches, 160 pages, 20 lines to each page, giving room for recording 3,200 loads, printed on Linen Ledger Paper and is well bound in strong board covers with leather back and corners. Order Form 380. Price, \$1.50

GRAIN DEALERS JOURNAL

315 South La Salle St. CHICAGO, ILL.

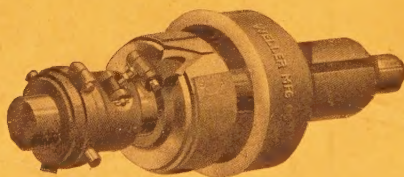
THE ELLIS SYSTEM OF PURIFYING

The ELLIS SYSTEM of oat purifying as now installed is practically perfect in its construction and in the quality of work produced. If you are interested write for a bulletin No. 20.

GRAIN THE ELLIS DRIER COMPANY OAT
DRIERS Chicago, Illinois PURIFIERS

WELLER-MADE

The simplest clutch on the market



If you have any Friction Clutch troubles or need new clutches it will pay you to investigate this one.

It has less parts and more power for its size than any other clutch.

Since we have put this clutch on the market, our clutch department has been swamped, but we have increased our capacity and we want more orders now.

Send for Catalogue G-27

It tells all about Friction Clutches of various kinds and some other things.

WELLER MFG. CO.
CHICAGO

Begin the New Year 1916 by ordering DAY DUST COLLECTORS



A letter just received asking for quotation on one of our large sizes has the following postscript:

"The dust collector we installed about six years ago has given us excellent service. No trouble whatever."

THE DAY COMPANY
Minneapolis, Minn.